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Wednesday, March 4, 1959
Phalguna 13, 1880 (Saka)

LOK SABHA DEBATES

Seventh Session
(Second Lok Sabha)



LOK SABHA SECRETARIAT
New Delhi

CONTENTS

[SECOND SERIES, VOL. XXVI FEBRUARY 23 TO MARCH 5, 1959/PHALGUNA 4 TO
14, 1880 (Saka)]

No. 11. *Monday, February 23, 1959/Phalguna 4, 1880 (Saka).*

COLUMNS

Oral Answers to Questions—

Starred Questions Nos. 519, 520, 547, 521 to 526, 528, 529, 531, 532, 534, 535 and 537	2315—51
Short Notice Question No. 3	2351—55

Written Answers to Questions—

Starred Questions Nos. 527, 530, 533, 536, 538 to 541, 543 to 546, 548 to 568 .	2356—73
Unstarred Questions Nos. 666 to 691 and 693 to 734	2373—2423
Death of Shri Vadlapatla Gangaraju	2423

Motion for Adjournment—

Firing by Pakistan Troops	2423—27
Papers laid on the Table	2427
Message from the President	2427—28
Message from Rajya Sabha	2428

Cinematograph (Amendment) Bill—

Laid on the Table as returned by Rajya Sabha with amendments . . .	2429
--	------

Estimates Committee—

Thirty-fourth Report	2429
--------------------------------	------

Calling Attention to Matter of Urgent Public Importance—

Small lay-off of workers at Indian Standard Wagon Co.	2429-30
Correction of Answers to Starred Question No. 4	2430

Bills introduced—

1. State Bank of India (Amendment) Bill	2430-31
2. Banking Companies (Amendment) Bill	2431

Workmen's Compensation (Amendment) Bill—

Clauses 2 to 20 and 1	2431—40
Motion to pass, as amended	2440—46
Demands for Supplementary Grants (General) for 1958-59	2446—2532
Indian Income-Tax (Amendment) Bill—	
Motion to consider	2532—54
Daily Digest	2555—62

No. 12.—*Tuesday, February 24, 1959/Phalguna 5, 1880 (Saka).*

Oral Answers to Questions—

Starred Questions Nos. 569 to 575, 577, 581, 583, 585, 586, 588, 589 and 593	2563—2600
--	-----------

Written Answers to Questions—

Starred Questions Nos. 576, 578 to 580, 582, 584, 587, 590 to 592 and 594 to 621	2600—22
Unstarred Questions Nos. 735 to 797 and 799 to 841	2622—8 9

	COLUMNS
Re. Motion for Adjournment	2690-91
Papers laid on the Table	2691
Appropriation Bill, 1959—Introduced	2691
Committee of Privileges—	
Eighth Report	2692-2715
Indian Income-Tax (Amendment) Bill—	
Motion to consider	2715-50
Clauses 2 to 5 and 1	2738-50
Motion to pass	2750-51
Parliament (Prevention of Disqualification) Bill—	
Motion to consider Rajya Sabha Amendments	2751-2822
Amendments made by Rajya Sabha agreed to	2823
Daily Digest	2825-30
<i>No. 13.—Wednesday, February 25, 1959/Phalgun 6, 1880 (Saka).</i>	
Oral Answers to Questions—	
Starred Questions Nos. 622 to 630 and 632 to 634	2831-70
Short Notice Question No. 4	2871-74
Written Answers to Questions—	
Starred Questions Nos. 631 and 635 to 662	2875-92
Unstarred Questions Nos. 842 to 934	2892-2943
Papers laid on the Table	2943-45
Committee on Private Members' Bills and Resolutions—	
Thirty-fifth Report	2945
Correction of Answer to Starred Question No. 947	2945-46
Appropriation Bill—Passed	2946-47
Railway Budget—General Discussion	2947-3070
Daily Digest	3071-78
<i>No. 14.—Thursday, February 26, 1959/Phalgun 7, 1880 (Saka).</i>	
Oral Answers to Questions—	
Starred Questions Nos. 663 to 670, 672 and 674 to 678	3079-3116
Written Answers to Questions—	
Starred Questions Nos. 671, 673 and 679 to 721	3116-50
Unstarred Questions Nos. 935 to 948 and 950 to 1031	3151-3208
Re. Motion for Adjournment	3208-12
Papers laid on the Table	3212-13
Calling Attention to Matter of Urgent Public Importance—	
Alleged refusal by State Trading Corporation to supply caustic soda to certain association	3213-14
Railway Budget—General Discussion	3214-3338
Daily Digest	3339-44
<i>No. 15.—Friday, February 27, 1959/Phalgun 8, 1880 (Saka).</i>	
Oral Answers to Questions—	
Starred Questions Nos. 722 to 725, 727, 729 to 734, 737, 738, 740, 743, 744, 747 and 751	3345-81
Written Answers to Questions—	
Starred Questions Nos. 726, 728, 735, 736, 739, 741, 742, 745, 748 to 750, 752 and 754 to 762	3381-92
Unstarred Questions Nos. 1032 to 1110, 1112 and 1113	3392-3445

Papers laid on the Table	3445-46
Opinions on Bill	3446
Calling Attention to Matter of Urgent Public Importance—	
Reported statement by Minister of Irrigation, Bihar, re: Gandak Project	3447-49
Message from Rajya Sabha	3446
Cost and Works Accountants Bill—	
Laid on the Table as passed by Rajya Sabha	3446
Estimates Committee—	
Thirty-fifth Report	3447
Committee on Absence of Members from the Sitzings of the House—	
Twelfth Report	3447
Business of the House	3449-50
Railway Budget—General Discussion	3450-3512
Committee on Private Members' Bills and Resolutions—	
Thirty-fifth Report	3513
Resolution re: Interim Relief to Central Government Employees—Negatived	3513-71
Resolution re: Policy of Licensing New Industrial Units	3571-76
Daily Digest	3577-84
<i>No. 16.—Saturday, February 28, 1959/Phalguna 9, 1880 (Saka).</i>	
Presentation of General Budget, 1959-60	3585-3620
Finance Bill—Introduced	3621-22
Daily Digest	3623-24
<i>No. 17.—Monday, March 2, 1959/Phalguna 11, 1880 (Saka).</i>	
Oral Answers to Questions—	
Starred Questions Nos. 763 to 767, 769, 771 to 773, 775 and 776	3625-63
Short Notice Question No. 5	3664-65
Written Answers to Questions—	
Starred Questions Nos. 768, 774, 777 to 792, 794 to 796 and 798 to 820	3665-88
Unstarred Questions Nos. 1114 to 1191	3688-3729
Re: Motions for Adjournment	3729-34
Leave of Absence	3734-35
Procedure re: Discussion on General Budget.	3735-37
Railway Budget—General Discussion	3737-3858
Daily Digest	3859-64
<i>No. 18.—Tuesday, March 3, 1959/Phalguna 12, 1880 (Saka).</i>	
Oral Answers to Questions—	
Starred Questions Nos. 821 to 823, 825 to 828, 830, 831, 833, 835, 837 and 840 to 843	3865-3905
Written Answers to Questions—	
Starred Questions Nos. 824, 829, 832, 834, 836, 838, 839, 844 to 847, 849 to 861 and 863 to 871	3905-27
Unstarred Questions Nos. 1192 to 1201, 1203 to 1250 and 1252	3928-63
Re: Motion for Adjournment	3963-64
Calling Attention to Matter of Urgent Public Importance—	
Indo-Pakistan talks held at Karachi	3964-66

Cinematograph (Amendment) Bill—	
Amendments made by Rajya Sabha agreed to	3966-67
Railway Budget—General Discussion	3967-4013
Demands for Grants—Railways, 1959-60	4013-4116
Daily Digest	4117-22

No. 19.—Wednesday, March 4, 1959/Phalguna 13, 1880 (Saka).

Oral Answers to Questions—

Starred Questions Nos. 873, 876, 880, 884, 886, 887, 891, 893, 921, 894, 895, 901, 903, 904, 906, 908 and 910	4123-59
Short Notice Questions Nos. 6 to 8	4160-69

Written Answers to Questions—

Starred Questions Nos. 872, 874, 875, 877 to 879, 881 to 883, 885, 888 to 890, 892, 896 to 900, 905, 907, 909, 911 to 920 and 922 to 924	4170-38
Unstarred Questions Nos. 1253 to 1373 and 1375 to 1387	4188-1265
Correction of reply to U.S.Q. No. 1706 of 17-12-58	4266-67
Re: Motion for Adjournment	426
Paper laid on the Table	426
Message from Rajya Sabha	4268

Estimates Committee—

Thirty-third Report	4268
-------------------------------	------

Committee on Private Members' Bills and Resolutions—

Thirty-sixth Report	4268
State Bank of India (Subsidiary Banks) Bill—Introduced	4269
Demands for Grants—Railways, 1959-60	4269-4398
Daily Digest	4399-4405

No. 20.—Thursday, March 5, 1959/Phalguna 14, 1880 (Saka).

Oral Answers to Questions—

Starred Questions Nos. 925 to 929, 932 to 935, 937 to 939 and 942	4407-42
Short Notice Question No. 9	4442-44

Written Answers to Questions—

Starred Questions Nos. 930, 931, 936, 940, 941, 943 to 957 and 959 to 963	4444 56
Unstarred Questions Nos. 1388 to 1481	4456-4509
Re: Motion for Adjournment—	
Suspension of workers of Dock Labour Board, Calcutta	4500-13
Papers laid on the Table	4513
Message from Rajya Sabha	4513-14
Railway Budget—Demands for Grants, 1959-60	4514-4656
Business Advisory Committee—	
Thirty-sixth Report	4639
Motion re: Agreement for manufacture of Streptomycin & Dihydrostreptomycin	4667-4722
Daily Digest	4723-28

N.B.—The sign + marked above a name of a member on Questions, which were orally answered, indicates, that the Question was actually asked on the floor of the House by that Member.

LOK SABHA DEBATES

4123

LOK SABHA

Wednesday, March 4, 1959/Phalgun
13, 1880 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Howrah-Burdwan Electric Train Service

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*873. { Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of Railways be pleased to state the facilities that have accrued by the introduction of electric trains from Burdwan to Howrah in comparison to the facilities that existed before electrification?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (i) The overall journey time between Howrah and Burdwan has been reduced.

(ii) The number of services have been augmented.

(iii) The journey has been made more comfortable and smoke nuisance has been eliminated.

Shri S. C. Samanta: May I know what sort of current is being used in this Howrah-Burdwan line, and whether another sort of current is being used in the Tarakeswar line?

Shri Shah Nawaz Khan: We are using the E. M. U. stock. Some of the trains are also hauled by electric locomotives.

Shri S. C. Samanta: May I know which sort of current is favourable

373(Ai) LSD-1.

4124

from the point of view of facilities for passengers?

Shri Shah Nawaz Khan: Both are equally good, and we do not make any differentiation.

Shri S. C. Samanta: Is it not a fact that one sort of power was used in the beginning in the Burdwan-Howrah line and it has been changed?

Shri Shah Nawaz Khan: The hon. Member is aware that originally the electrification of the Howrah-Burdwan section was done on D.C. current. Beyond Burdwan up to Moghulsarai it is going to be A.C. electrification. Then, gradually we are going to switch over to A.C. current on the Howrah-Burdwan section too. That is the Plan.

Shri Halder: May I know why the Upper India Express takes three hours over this line after electrification whereas it used to take only 2 hours 10 minutes before electrification?

Mr. Speaker: The hon. Member wants to know why trains take longer time after electrification than before electrification.

Shri Shah Nawaz Khan: Most of the trains that are running on this section have reduced the running time from 23 minutes up to 1 hour 46 minutes. There are, however, one or two trains which have been diverted by the longer routes, and that is the reason why they take a longer time.

Shri Bose: If the D.C. current that is being used now in the Howrah-Burdwan section will be changed into A.C. current, as the hon. Minister says, may I know why D.C. current was introduced at all?

Shri Shahuwas Khan: Because that was very readily available at the time.

Smuggling of Paddy

*576. **Shri Assar:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that nearly two hundred wagons of paddy have been smuggled to Kerala from Belgaum and other districts during the last month; and

(b) if so, action taken by Government in this regard?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b). There is no restriction on the movement of paddy from Mysore State to Kerala except from certain border areas of Mysore State, and the question of taking any action in regard to such movement does not, therefore, arise.

Shri Assar: May I know what action the Kerala Government have taken against those who have brought or smuggled rice?

Shri A. M. Thomas: Why should the Kerala Government take any action?

Mr. Speaker: Kerala Government is able to take care of itself.

Shri Punnoose: May I know what is the quantity of paddy or rice imported from that area into Kerala State?

Shri A. M. Thomas: From the statistics in our possession it is learnt that from the Hubli Division of Mysore 131 wagons have moved to Kerala in December, 1958.

Shri V. Eacharan: When the Southern Zone is a surplus area and there is free movement of rice, may I know how the movement of paddy or rice from this area is considered as smuggling?

Shri A. M. Thomas: It is not considered as smuggling.

Central Tractor Organisation

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*580. { **Shri S. M. Banerjee:**
 Shri Tangamani:
 Shri A. K. Gopalan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Central Tractor Organisation has been entrusted with the job of reclamation in Dandakaranya area;

(b) if so, whether new tractors have been ordered;

(c) if so, whether they have been supplied;

(d) the name of the suppliers; and

(e) the rate at which supplied?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No, except that one unit of tractors worked in Pharsgaon (Madhya Pradesh) in the operational year 1957-58.

(b) No.

(c) to (e). Do not arise.

Shri S. M. Banerjee: May I know whether the Central Tractor Organisation is being closed? If so, may I know what will be done with those tractors? Will they be sent to some other units of rehabilitation under the Dandakaranya scheme?

Dr. P. S. Deshmukh: No decision has yet been taken about the closing of the Central Tractor Organisation. But, unfortunately, the number of tractors available is dwindling and we are gradually approaching the end.

Shri S. M. Banerjee: May I know whether 150 employees of this organisation were retrenched; and, if so, whether they are being provided with alternative jobs?

Mr. Speaker: The hon. Member is going from one thing to another. Hon. Member smells labour everywhere!

Shri Tangamani: Sir, the question arises like this. From the Central Tractor Organisation these tractors...

Mr. Speaker: Many things may arise. This is only about shifting of Central tractors for the job of reclamation in Dandakaranya area. We are not going into the question of labour. Let the question of labour be reserved for some other time.

Shri Tangamani: If these tractors are taken over by the Dandakaranya people or others, these technical personnel will be engaged. What the Government says is

Mr. Speaker: I am not going to allow such questions. On everything hon. Members cannot ask what is to happen. The only point here is whether reclamation will be done by this organisation or not.

Shri T. B. Vittal Rao: May I know whether with the existing tractors for reclamation in the Dandakaranya area there are enough technical men?

Mr. Speaker: When the tractors are shifted there will also be technical men.

Dr. P. S. Deshmukh: This may be better addressed to the Rehabilitation Ministry.

Mr. Speaker: I understand the question to be whether there is a proposal to close the organisation or shift it. The hon. Minister has said that they are not considering the question of closing it, but because the number of tractors is dwindling they are considering as to what is to happen next.

Sal Sleepers

*384. **Shri Raghunath Singh:** Will the Minister of Railways be pleased to state

(a) whether it is a fact that on the 5th December, 1958 Railway Board placed a direct order with a Nepali firm to supply 50,000 cubic feet of sal special without resorting to the usual practice of calling for tenders and the rate sanctioned was 15 per

cent. higher than the rates quoted by various firms in the tenders opened at Gorakhpur on the 3rd November, 1958; and

(b) whether it is also a fact that an advance of 90 per cent after inspection and delivery at the sleeper dump has been afforded to this firm?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) It is not a fact that Railway Board placed an order for 50,000 cubic feet of Sal Specials at rates 15 per cent higher than the rates quoted in the Open tender.

(b) No advance payment will be made to the firm; 90% will be paid only after the delivery of sleepers in the Railway Depot.

Shri Raghunath Singh: May I know the name of the firm, whether this firm is paying any income-tax or not, and whether the firm is in India or outside?

Mr. Speaker: Only one of the questions may be answered.

Shri S. V. Ramaswamy: The name of the firm is Nepal Commercial Corporation, Nepal, Ltd.

Shri Tyagi: What is the value of this contract? May I know whether tenders were called for or it was a direct deal—the hon. Minister has not been able to clarify that?

Mr. Speaker: That was not put.

Shri S. V. Ramaswamy: Open tenders were called for but we did not get sufficient quantities. Then there was an offer of this firm that they will supply 50,000 cft. But I may tell the hon. Member that it is only a trial order and the agreement has not yet been executed.

Shri Tyagi: I want to know whether it is a negotiated deal, if so, what is the total money involved?

The Minister of Railways (Shri Jagjivan Ram): I will explain the position. For this type of sleepers the prices have been fixed. In U.P., Bihar and Bengal there are fixed prices for

these. Tenders were invited by the North-Eastern Railway, and when the tenders were opened it was found that the requisite quantity was not tendered for. The quantity tendered for was very small and the prices quoted were higher than the fixed price. As the House is aware, we are short of sleepers. In the mean time, this party quoted, and said that it will be in a position to supply 50,000 c ft at the price fixed. Therefore, it was thought that advantage may be taken of that offer.

Shri Tyagi: That is quite satisfactory. I also want to know how much money is involved in this contract. The total amount involved may be given.

Shri S. V. Ramaswamy: There are certain rates fixed. The present rates for sal sleepers

Mr. Speaker: He wants to know the total amount involved, approximately.

Shri S. V. Ramaswamy: 50,000 c ft will be equal to 16,000 sleepers that can be multiplied by Rs 20 per sleeper.

श्री बिभूति मिश्र क्या यह सही है कि नेपाल साल का घोर नंगो ने जो टेंडर दिया था, उसने सगिरेर क्वालिटी का है ?

Shri S. V. Ramaswamy: This sal is of a superior variety.

Loss to Railways due to Rail-Road Competition

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*886. { **Shri Harish Chandra Mathur**
 Shri V P Nayar
 Shri Raghunath Singh

Will the Minister of Railways be pleased to state

(a) whether Railways have suffered any loss due to rail-road competition during the year 1958-59,

(b) if so, to what extent,

(c) which of the sections have suffered in particular and what Government propose to do in the matter,

(d) whether on certain sections a large number of wagons have remained idle and unutilised; and

(e) whether Railway administration have done any re-allocation of wagons?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Although it is known that there has been loss in earnings due to road competition it is not possible to assess the exact quantum of loss.

(c) There has been loss of traffic on most of the trunk routes wherever roads run parallel to the railway and what steps should be taken is under active consideration of the Government.

(d) Yes, on some occasions.

(e) Yes, whenever required.

Shri Harish Chandra Mathur: May I know whether the hon Minister has investigated the causes which are responsible for the losses and to what extent he thinks the railways themselves are responsible for the losses?

Mr. Speaker: He has said that it is because of competition—the rail-road competition—as there are places where the roads run parallel to the railways.

The Minister of Railways (Shri Jagjivan Ram): Most of the causes are known but as the whole question is under examination I would not like at this stage to give the causes in detail.

Shri Harish Chandra Mathur: Will the hon Minister explain what he means when he says that he is not against road transport but that he does not want duplication? May I know what he means by that? Does he mean that if there is a railway line between Delhi and Jaipur there should be no road transport on that route?

Shri Jagjivan Ram: It is nothing so absolute as the hon Member interprets.

Shri Harish Chandra Mathur: Could he give us some idea? He has been saying it during his budget speech also and we have not been able to get any idea, as to what he means by duplication. Does it mean that he does not want duplication?

Mr. Speaker: I will give the hon. Member an opportunity to speak on the cut motibns. Then he may get a reply.

Shri Harish Chandra Mathur: There is no direct answer to my question, and that is my trouble.

Shri Tyagi: In the case of the Delhi-Shahdara-Saharanpur railway line which is owned by a private company, the Government has curtailed the number of vehicles running on the road parallel to the railway line. Is the same policy going to be enforced on other lines?

Shri Jagjivan Ram: As I said, the entire question of co-ordination between the various modes of transport is under examination by the Planning Commission, Transport Ministry and the Railway Ministry. I will not anticipate the decision in the matter.

Shri Harish Chandra Mathur: May I know whether the additional taxes on diesel oil and motor tyres have been due to the suggestions from the Railway Ministry because of this competition, apart from revenue considerations?

Shri Jagjivan Ram: There was no suggestion from the Railway Ministry to that effect.

Shri Tangamani: In view of the importance of this subject, may I know whether the Government will consider the appointment of a study group consisting of experts and public men to devise ways and means of preventing this competition?

Shri Jagjivan Ram: The Planning Commission is examining this question from all aspects already.

Shri Dasappa: May I know whether the Transport Ministry is being con-

sulted in this matter specifically and, if so, may I know what its views are?

Shri Jagjivan Ram: As I said yesterday and also just now, the entire question is under examination by the Planning Commission, the Ministry of Transport and the Ministry of Railways.

Shri Harish Chandra Mathur: Is it not a fact that the Railway administration appointed a team of certain officers who were asked to make a study of the problem in all its aspects and, if so, may I know whether they have done that work and what conclusions they have reached?

Shri Jagjivan Ram: The Railway Ministry was to submit a paper to the Planning Commission for examination of the whole question; that paper will also be examined when the matter is dealt with

are on Fatehpur-Churu Line

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*287. { Shri Morarka:
 { Shri Goray:

Will the Minister of Railways be pleased to state—

(a) whether Government have received any representation about the enhanced fare charged on the Fatehpur-Churu Railway link; and

(b) if so, whether Government have considered the same and taken any decision in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir

(b) The matter is under consideration.

Shri Morarka: Is it not a fact that the previous Railway Minister, Shri Lal Bahadur Shastri, assured us that this inflated rate will apply only for a limited period, and since this railway line is being worked for the last two years, may I know for how long the Government want to keep this inflated rate?

Shri S. V. Ramaswamy: It is true that he said it was for a limited period, but he did not define the limit.

Shri Morarka: May I know the total realization on this railway line during the second year of its operation and also the total capital invested on this line?

Shri S. V. Ramaswamy: The capital invested on this line is Rs. 67 lakhs odd. About the return, I would require notice.

Shri T. B. Vittal Rao: This inflated mileage on the new railways can only be charged when there is a return of less than five per cent. on the capital invested. The hon. Minister said that he has no statistics regarding the return. May I know for how long this inflated mileage will be calculated?

Shri S. V. Ramaswamy: All the data are being collected and the amounts calculated, and the report will be submitted to the Board.

Shri Morarka: Is it not a fact that on other railway lines the returns are less than what you get on this railway line; and may I know why, while normal rates are charged on other railway lines this inflated rate is charged on this line?

Shri S. V. Ramaswamy: That is not correct. On other lines also we have got inflated rates.

Shri P. G. Sen: The hon. Minister has said that the 'limited period' has not been defined. Has the limit been defined now?

Shri S. V. Ramaswamy: As soon as we get the report about the data, we shall define it.

Committee on Prevention of Cruelty to Animals

*891. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 600 on the 4th December, 1958, and state the further progress made so far in regard to the implementation of the recommenda-

tions made by the Committee on Prevention of Cruelty to Animals?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): So far as recommendations concerning the States are concerned the State Governments have considered the recommendations and are taking action where possible. As regards the recommendations of the Committee involving Central legislation, a bill is being proposed to be introduced in Parliament soon.

Shri D. C. Sharma: May I know whether the hon. Minister will place a statement on the Table of the Lok Sabha showing which of the items are to be dealt with by the States and which of the items are to be dealt with by the Centre? I think that a Bill about this matter was on the anvil three years ago and no action has been taken. May I know when the Bill will be introduced in the Lok Sabha?

Shri M. V. Krishnappa: A list showing the items with which the States are concerned and the items with which the Centre is concerned was placed on the Table of the House. As for the period when we would be introducing the Bill, I may say that it would be introduced earlier than the hon. Member hopes.

सेठ गोविन्द दास : क्या माननीय मंत्री जी को यह बात मालूम है कि बम्बई, कलकत्ता और मद्रास में अभी भी अच्छे से अच्छे बैल और गाय वहां के कसाईखानों में मारे जाते हैं, और बुरी तरह । क्या इस बिल में जो कि केन्द्रीय सरकार हमारे यहां लाने वाली है इस विषय में भी कुछ हिदायत होगी ?

श्री मो० व० कृष्णप्पा : बम्बई कलकत्ते में गायों और भैंसों के बछड़े ज्यादा मारे जाते हैं । उनको बचाने के वास्ते हमने काम शुरू किया है । इस साल में ३५० गायों के बछड़ों को बचा कर दूसरे स्थानों को भेजा है और आने वाले साल में हम २५०० बछड़ों को

बचाकर मोजने वाले हैं। इससे बचाने की रखा है।

सेठ गोविन्द दास मेरे एक सवाल का जवाब नहीं मिला है। मैं ने पूछा था कि बच्चों के सिवा बम्बई, कलकत्ता और मद्रास, इन तीनों स्थानों के कसाईखानों में जो झन्झी से झन्झी गाय बुरी तरह से मारी जा रही हैं, उन के सम्बन्ध में उस विधेयक में क्या कुछ किया जायगा, जो कि सरकार की ओर से लाया जाने वाला है।

साधुतवा कृषि मंत्री (श्री प्र० प्र० जैन)
उस में बूचड़खानों को रेगुलेट करने के लिए कुछ चीजें हैं।

Shri D. C. Sharma: May I know what aspect of the report of the Committee on Prevention of Cruelty to Animals will be covered by the legislation that is going to be introduced in the House sooner than I had hoped, according to the hon Minister?

Shri M. V. Krishnappa: It has been included in the list of Bills coming up before the House. It will come soon.

Shri Hem Barua: Are Government aware of the fact that elephants and rhinos that are captured in Assam jungles and shipped abroad are kept in uncomfortable cages and, if so, what steps have Government been taking to prevent cruelty to these kinds of animals?

Shri M. V. Krishnappa: As it relates to prevention of cruelty to animals, I hope when the Bill comes before the House the hon Member will support it.

Shri Khadilkar: While considering this question of cruelty to animals I would like to know whether the hon Minister will also take into consideration the cruelty to human animals and its different aspects?

Mr. Speaker: The hon. Food Minister is not responsible for that.

Shri Thirumala Rao: May I know if this Committee has considered the case

of monkeys that are being transported in cages from place to place in India and also outside India and, if so, whether they have made any suggestion about it?

Shri M. V. Krishnappa: The Bill is very comprehensive. It includes all these points. In fact, one of the recommendations is what the hon Member just now referred to, namely cruelty to monkeys that are being exported. It is a part of the Bill.

श्री पद्म देव माननीय मंत्री जी ने अभी फरमाया है कि बूचड़खानों को रेगुलेट करने के लिए विधेयक लाया जा रहा है। मैं जानना चाहता हूँ कि क्या फिर भी बूचड़खाने हिन्दुस्तान में कायम रहेंगे।

श्री प्र० प्र० जैन जब तक हिन्दुस्तान में माम खाने वाले हैं उस वक्त तक तो बूचड़खाने जारी रहेंगे।

श्री पद्म देव यह बिल्कुल झूठ है।

Shri Panigrahi: Sir I request that Q No 921 may also be taken up along with Question No 893 as both of them relate to the same subject.

Mr. Speaker: I deliberately separated the question to give opportunity to other hon Members also to put questions. As a special case I will allow it today.

Export of Rice from Orissa to West Bengal

*893. Shri Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether rice from Orissa is being exported to West Bengal since the third week of January, 1959 in special trains;

(b) whether 1,700 tons of rice from Orissa reached Calcutta in January, 1959;

(c) whether the West Bengal Government have agreed to purchase 2.5 lakh tons of rice from Orissa from this year's harvest;

(d) at what price the West Bengal Government are purchasing this rice from Orissa; and

(e) whether this export of rice from Orissa to West Bengal is being done through the process of State trading?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir, rice is being exported from Orissa to West Bengal Special trains are used for despatch when feasible

(b) In January 1959, a quantity of about 3,650 tons of rice was received in West Bengal from Orissa

(c) The Government of West Bengal entered into an arrangement with the Government of Orissa for the purchase of 25 lakh tons of rice of the current khariff crop from the Government of Orissa, but towards the end of January, 1959 it was decided that apart from the purchases made by the Orissa Government on their own account, they would make purchases of rice and paddy in future only for the Centre. The Government of West Bengal would be supplied with suitable quantities of rice by the Central Government from time to time

(d) The following prices were agreed upon between the two State Governments for purchase of rice by the West Bengal Government from the Orissa Government:

Variety	Rate per maund including cost of bag FOR station of despatch
	Rs
Coarse	16-15-6
Fine	17-7-6
Superfine	18-7-6

(e) Yes, Sir, the transaction is on Government to Government basis.

Supply of Rice to West Bengal

*921. **Shri Panigrahi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Central Government have now decided to allocate 1,50,000 tons of rice to West Bengal to meet the acute shortage of rice in that State;

(b) whether this allocation will be made from Union Government's recent procurement of rice,

(c) whether it was originally decided that the West Bengal Government should procure rice direct from Orissa and there was already an agreement between the two State Governments to this effect, and

(d) if so, what necessitated the revision of the original decision of direct procurement of the West Bengal Government from Orissa?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir. Supplies of rice from the Central Reserve to West Bengal are planned periodically after discussion between the Central Government and the State Government

(b) Supplies from the Central Reserve consist of stocks recently purchased as well as those purchased earlier and also of stocks imported from abroad

(c) and (d) The West Bengal Government and the Orissa Government had previously entered into an arrangement according to which the Orissa Government was to supply rice direct to the West Bengal Government at prices agreed to between the two State Governments. This arrangement was, however, not considered suitable and, after discussions with the State Governments, it was decided that, for better co-ordination of the purchase and export of the surplus rice in Orissa, the Orissa Government should purchase rice only on Central Government account and that the West Bengal Government would be supplied suitable quantities of rice by the Centre from time to time

Shri Panigrahi: What was the price settled between the Government of West Bengal and the Government of Orissa for the rice which the West Bengal Government were to purchase from the Government of Orissa?

Shri A. M. Thomas: According to the agreement the prices are common varieties Rs 16-15-6, fine Rs 17-7-6 and superfine Rs 18-7-6 per maund.

Shri Panigrahi: May I know whether it is because of the Central Government's preparedness to bear the full responsibility for meeting the requirements of West Bengal so far as rice is concerned that this present agreement between the Governments of West Bengal and Orissa has been annulled?

Shri A. M. Thomas: Yes, it has been annulled.

Shri Panigrahi: Why? Was it because the Central Government has taken the full responsibility for meeting the entire requirements of West Bengal?

The Minister of Food and Agriculture (Shri A. P. Jain): The Centre always tries its best to assist the State Governments. But this agreement had to be annulled because there were certain difficulties of competing agencies buying in the same market. There were certain other considerations also.

Shrimati Renu Chakravartty: In view of the fact that the responsibility of the Central Government to West Bengal is only in regard to the rice supply to Calcutta, may I know whether the annulment of this agreement which had been entered into between the Governments of West Bengal and Orissa will affect the position in the villages or will the Central Government also take up the responsibility of the fair price shops in the villages?

Shri A. P. Jain: As I have already said, the Central Government always tries its best to assist the State Governments in their requirements. For the present we are not only supplying

them rice for distribution in Calcutta but also in certain rural areas, deficit pockets etc.

Shri S. C. Samanta: Is it not a fact that the West Bengal Government wanted some paddy also in lieu of rice? Has this been conveyed to the Orissa Government? If so, what is their reaction?

Shri A. P. Jain: There is no question of conveying anything to the Orissa Government. Besides rice, the Central Government is supplying paddy also to the West Bengal Government.

Shri Bimal Ghose: May I know if the West Bengal Government have asked for any particular quantum of rice during this season and, if so, what is the quantum and what has the Central Government agreed to?

Shri A. P. Jain: We are taking up this question with the West Bengal Government whenever needed. They wanted certain supplies for the months January, February and March.

Shri Bimal Ghose: What is the quantity?

Shri A. P. Jain: For the month of January they wanted 12,000 tons. We have given them that quantity. For the month of February they wanted 30,000 tons because the market arrivals had considerably gone down. We have given them 30,000 tons. For the month of March they want about 35,000 tons. We have not as yet decided about it but we will try to meet their requirements to the best of our capacity.

Shri Panigrahi: Just now the Deputy Minister said that the price which was offered by the Government of West Bengal to Orissa was higher than the price which the Central Government is offering for its purchases from Orissa. In view of that, may I know whether the Government of India is going to give any subsidy to the Government of Orissa for this direct purchase?

Shri A. P. Jain: There is no question of any subsidy. We are buying at the price fixed by us and we propose to buy at that price.

Shri Panigrahi: May I know whether the Government of India have taken the full responsibility for meeting the requirements of rice and wheat of all the States in India?

Shri A. P. Jain: The Government of India cannot say that they can take full responsibility. Whatever stocks we have, we distribute between the States. That may or may not meet the full requirements but that will meet the requirements to a reasonable extent.

**Visit of I.A.T.A. and I.C.A.O.
Facilitation Field Mission to India**

*894. **Shri Hem Barua:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a four-member Facilitation Field Mission of the International Air Transport Association and International Civil Aviation Organisation recently visited this country;

(b) if so, what was the purpose of their visit;

(c) what are the places they visited; and

(d) what are the Government Departments with which they held consultations, if any?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) to (d). The Government had no official information about the visit of a Facilitation Field Mission of the International Air Transport Association and International Civil Aviation Organisation but, it has been reported that a Field Mission which has been visiting Asian countries for an on-the-spot study of Government facilities connected with customs, immigration and health clearance, visited Calcutta on the 27th January, 1959 and held informal discussions with the local authorities at Dum Dum.

Shri Hem Barua: May I know whether it is a fact that this Mission made a survey of the facilities available for general air travelling public in matters of customs and immigration or other facilities and for that purpose met the different Ministries' representatives in West Bengal? If so, may I know whether the Government has any information on the nature of findings of this Mission?

Shri Mohiuddin: I have just now stated that they did hold informal consultations regarding health and customs procedures observed at the airport. It was only an informal consultation and no definite conclusion was arrived at.

Shri Hem Barua: May I know whether Mr. Moulton, who was the Leader of the Mission made suggestions towards the improvement of the facilities available for this general air travelling public so as to meet the demands of the jet age? If so, what are those suggestions?

Shri Mohiuddin: We have no formal information about the suggestions made, but suggestions were made and discussed at the local authorities level. The purpose of the visit of the ICAO Field Mission was to provide greater facilities for passengers either passing through the country or terminating their journey in the country.

Shri Hem Barua: In view of the fact that the hon. Deputy Minister has already admitted that this Mission met the representatives of the West Bengal Government in Calcutta, may I know whether this Government, that is the Government of India, have any information from the West Bengal Government about the nature of discussions and the progress made?

Shri Mohiuddin: I stated that this Mission is reported to have met the customs and the health authorities at the Dum Dum airport. I am not aware whether the West Bengal Government representative was also there.

Mr. Speaker: Shrimati Renu Chakravarty.

Shri Hem Barua: May I know whether the Central Government has got any information about this discussion?

Mr. Speaker: I am not going to allow this question to be answered. I have already allowed him to ask three questions. I have called Shrimati Renu Chakravarty. If necessary, I will call him again.

Shrimati Renu Chakravarty: The Government of India is a participant in the I.C.A.O. In view of that, when any Field Mission comes and discusses with any one unit of the Civil Aviation Department, whether in Dum Dum or elsewhere, should not a report of this discussion be formally sent to the Central Government and to the Ministry which is concerned with it?

Shri Mohiuddin: Yes, Sir I agree that it is expected that if it was a formal visit, the discussions that had been held should be reported. But I have already stated that they were passing through the place—I think they arrived on the 27th and left on the 28th—and they held an informal discussion.

Shri Hem Barua: The hon. Deputy Minister has admitted that this Mission came. This is an International Mission. Whether it was a formal visit or an informal visit or whether the discussion was formal or informal, discussion was there with Government personnel. It might be in Calcutta City or at Dum Dum airport. May I know as to why the hon. Minister pleads entire ignorance about the nature of these discussions?

Shri Mohiuddin: I am not pleading entire ignorance, but the information that I have communicated here was received from our Controller of Aerodromes. We have also written to the West Bengal Government and to the Ministry of Health as also to the customs authorities to give us further information as to whether any conclusions were arrived at. Of course, on

receipt of that information, if necessary, we will give further information about it.

Wagons from Australia

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 *895. { **Shri P. G. Sen:**
Shri S. C. Samanta:
Shri Jhulan Sinha:
Shri Bibhuti Mishra:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 654 on the 6th August, 1957 and state—

(a) whether the 2000 metre gauge wagons from Australia, that were due to be delivered by December, 1958, have been received in full;

(b) if so, the number of wagons supplied to the North East and North Eastern Frontier Railways by now towards rehabilitation; and

(c) what is their present requirement?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes

(b) None from this lot. But the undivided North Eastern Railway is being given 1126 wagons on rehabilitation account from other orders. This makes 29 per cent of the total rehabilitation orders placed against Rolling Stock Programmes commencing from April, 1956.

(c) The outstanding rehabilitation requirement of the undivided North Eastern Railway upto 1959-60 are 845 units.

Shri P. G. Sen: May I know if any further order has been placed with this company?

Shri Shah Nawaz Khan: These particular 2,000 wagons were given as a result of the aid from the Colombo Plan. These wagons came from Australia. We are not placing any fresh orders for wagons outside. In fact, as the hon. Minister told the House the other day, we are becoming

surplus in wagons and we are trying to export wagons

Shri S. C. Samanta: May I know whether any calculation has been made as to how many overaged wagons on the metre gauge we are using and whether these 2,000 metre gauge wagons will be sufficient?

Shri Shah Nawaz Khan: These 2,000 wagons, as I said, were given to us as aid under the Colombo Plan. The hon. Member knows very well that at present we are producing something like 20,000 wagons a year in the country. The position is very comfortable.

Shri P. G. Sen: What is the reason that the NEF and the NE Railways could not be provided wagons out of these Australian wagons?

Shri Shah Nawaz Khan: There is nothing particular about these wagons. The wagons produced in the country are equally good. Since those wagons were imported in Madras, they were in a knocked-down condition, they were assembled by Messrs Binny's Engineering Works and as there is no direct link between Madras and the North Eastern Railway, they were given to the Southern and Central Railways. There is nothing wrong in that.

Shri Braj Raj Singh: In view of the statement of the hon. Railway Minister to the effect that we are becoming surplus with regard to the indigenous production of metre gauge wagons in the country, did the Railway Ministry not know beforehand that these wagons, which were imported from Australia under the Colombo Plan, were not required in the country? Why did they not think of importing something else for the Railways, other than wagons?

Shri Shah Nawaz Khan: At that particular time we required these wagons. Also, it is a matter of aid. If Australia could spare and give us wagons and diesel rail cars we took

them. This is an arrangement between the Ministry of Finance.

Shri Braj Raj Singh: Did they not know then?

Mr Speaker: All that the hon. Member wants is that if we are already near surplus in regard to wagons, could we not have negotiated for something else which we want. The hon. Minister is expected naturally to say that we tried, but this is all that they could spare, otherwise we would have lost even this. What every ordinary man expects is that kind of answer or some answer.

The Minister of Railways (Shri Jagjivan Ram): These offers were made some time in 1956. At that time we felt that we will require the wagons. Therefore the offer was accepted.

Shri Tangamani: The contract was entered into in 1956 but these 2,000 wagons had to be despatched from January, 1957 till December, 1958. May I know when all these 2,000 wagons were received in the country?

Shri Shah Nawaz Khan: The last consignment was received in August, 1958, that is, before time.

सेठ गोविन्द दास क्या हम लोग अब इस बात को मान सकते हैं कि कोनम्बो प्लैन से हम लोगों को जो सहायता प्राप्त होती है उस के सम्बन्ध में सिकं ऐसी ही चीजें मगाई जायेगी, जिन की हम को इस देश में जरूरत है?

श्री जगजोबन राम अधिकांश तो ऐसा ही होता है कि जिन चीजों की हमें आवश्यकता होती है वही हम लेते हैं लेकिन कभी-कभी दादा के ऊपर भी यह रहता है कि अगर हम ऐसी चीजें लें जो कि हमारी आवश्यकता की हैं तो उस के साथ साथ थोड़ी सी कुछ ऐसी भी चीजें लेनी पड़ती हैं जिन की हम को नितात आवश्यकता नहीं है लेकिन जिन का उपयोग हो सकता है।

Shri S. C. Samanta: Over and above our self-sufficiency in metre gauge

wagons we have received, as the hon Minister said, 2,000 metre gauge wagons. Then why are over-aged wagons being used in different parts of the country?

Shri Shah nawas Khan: I could not give him a very definite reply as to how many over-aged wagons are being used. But, as I said, the position is very easy. If any over-aged wagon is in a fit condition to run properly, it may be used. There may be a few. There is no difficulty regarding the wagon position.

Shri Narasimhan: Did they not have sufficient idea of the internal capacity for production of metre gauge wagons when this order was placed?

Mr. Speaker: In 1956?

Shri Narasimhan: Were Government caught unawares?

Mr. Speaker: Should not hon Members also give credit to the Government, whoever is in charge? After all, till yesterday, they were Members along with other Members. They did not anticipate these things also normally.

Shri Jagjivan Ram: I will also correct myself. I said that these orders were placed in 1956. As a matter of fact, they were placed in 1955. At that time, the Railway Equipment Committee was going into that question. They made the recommendation later on that the capacity in the country for the manufacture of wagons should be increased. As a matter of fact, only last year, we placed certain educational orders on a number of firms for increasing their capacity. Though we have produced, and at present we are surplus so far as metre gauge wagons are concerned, we have still to create sufficient capacity for our requirements so far as broad gauge wagons are concerned.

Mr. Speaker: Shri Sadhan Gupta: absent, Shri P. K. Deo, Shri B. C. Prodhan: both absent, Shri V. P. Nayyar: absent, Shrimati Ila Palchoudhuri: absent. Let us finish the

questions today. Shri Mohan Swarup: absent.

Silting of Gobind Sagar Dam

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{ Shri M. K. Kumaran:
Shri M. C. Jain:
*991. { Shri Raghunath Singh:
Shri Mohammed Imam:
Shri Jadhav:

Will the Minister of Irrigation and Power be pleased to state

(a) whether as a result of soil erosion by river Sutlej silt is accumulating in a large number of villages to be submerged in Gobind Sagar,

(b) whether there is any danger of the Gobind Sagar being silted up completely in 40—50 years if left unchecked, and

(c) if so, the steps taken to avoid this alarming situation?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c) A statement giving the information is placed on the Table of the House.

STATEMENT

(a) Silt has accumulated in villages already submerged in the Bhakra reservoir. The question of silt accumulating in villages yet to be submerged does not arise at present.

(b) There is no such danger. Assuming that the present inflow of detritus continues, the total loss of live storage capacity of the Bhakra reservoir on account of silting is estimated to occur in a period of 600 years.

(c) It is proposed to adopt soil conservation measures like (1) Levelling terracing, walling, watt-bunding etc. in the cultivated areas, (2) Afforestation, (3) Checkdamming and gully plugging in the grasslands, and (4) Soil conservation measures in the spilt area.

Shri M. K. Kumaran: May I know whether it is a fact that large-scale disafforestation is going on in the Bhakra catchment area which is in the Union territory and whether the Government have taken any steps to stop that?

Shri Hathi: The need for soil conservation is felt and the Bhakra Control Board has taken necessary steps. They appointed a Committee and they have prepared a scheme for this purpose.

Shri Mohammed Imam: Is it not a fact that the soil all around, especially on the hill slopes all around the reservoir is made of very loose soil and disintegrated rock and is liable to be corroded very easily and to slip during the rainy season? May I know what precautions Government have taken to prevent this erosion and prevent slips from the hill?

Shri Hathi: There will be several remedies. Check dams and afforestation will have to be done. These detailed schemes have been prepared. It is not that all the rock is clayey. Naturally the need is felt.

Sardar Iqbal Singh: May I know whether different statements had been made regarding the silting of Govind-sagar dam and whether the Government have some accurate idea as to in how many years this dam will be silted? There are statements from 50 to 600 years.

Shri Hathi: Assessment about silting possibility was first made in 1945 when we consulted Dr. Savage. His estimate is 600 years. For purposes of financial returns, they have taken it as 100 years. That will depend upon what measures are taken to prevent silting. Anyway, it would be definitely more than 100 years. There is no question of 50 years at all.

श्री रघुनाथ सिंह : स्टेटमेंट से यह मालूम होता है कि ६०० वर्ष इसके सिल्ट होने में लग जायेंगे लेकिन कुछ प्रश्नों से यह प्रतीत होता है कि ४० वर्ष के अन्दर ही यह सिल्ट हो जायेगा,

मिन्न मिन्न बातें हैं, मैं जानना चाहता हूँ कि इस वक़्त जो सिल्टिंग हो रही है उसका रेट क्या है और उसको रोकने के लिए क्या मेज़र्स लिये जा रहे हैं ?

श्री हाथी : ४० वर्ष की तो कोई बात नहीं है। जो एसेसमेंट किया है वह ६०० साल के लिए किया है लेकिन यह ६०० साल की मर्यादा तभी बरकरार रह सकेगी जब कि तमाम ज़रूरी रैमेडीज़ ली जायें और वह सब ली जा रही है।

श्री पद्म देव : क्या मंत्री महोदय को मालूम है कि भाखरा डैम जहाँ से पानी दरिया सतलज का आता है वहाँ से तक़रीबन २०० मील से ऊपर है और बरसात और बरफ़ के कारण जितनी वहाँ पर ज़मीन पड़ती है वह सब की सब रास्ते में सिल्ट नहीं रहती बल्कि वह सब वहाँ आती है तो यह जो भाखरा डैम के इर्द गिर्द ही कोशिश की जा रही है इरोज़न रोकने के लिए वह जो वापिस सिल्ट आयेगी उसके सम्बन्ध में भी कोई प्रबन्ध विचाराधीन है ?

Shri Hathi: Yes. Definitely. The scheme will be for the whole of the catchment area.

Sardar Iqbal Singh: May I know whether the Government has taken any steps in other dams of this size? In some other countries such as the U.S.A., they are having de-silting provisions. May I know whether the Government has considered de-silting provisions for the Bhakra dam also?

Shri Hathi: The question is not of de-silting, but prevention from being silted. It is not a question of dredging and taking out silt, but preventing silt coming in.

Shri Mohammed Imam: Has any estimate been prepared for levelling, terracing, walling and bunding, and if so, what will be its cost? May I know what precautions are taken to prevent silt from accumulating in the reservoir itself or flowing into the reservoir?

Shri Hathi: This is a very big scheme, I think, Rs 38 lakhs a year or about Rs 2 crores for five years

Virus Diseases

*903 **Shri P. C. Borooah.** Will the Minister of Health be pleased to state

(a) whether it is a fact that the World Health Organisation has assigned to India a Research Scheme in Virus diseases, and

(b) if so, the general outlines of the scheme and the nature of the assignment?

The Minister of Health (Shri Karmarkar): (a) No

(b) Does not arise

Shri Basappa May I know whether this disease is found in certain parts of the Shimoga district in Mysore State and what measures have been taken?

Shri Karmarkar This question is about a research scheme that is supposed to be assigned to us. As regards the virus in Mysore we have taken all possible steps as the hon Member knows.

Mr Speaker He comes from the same State.

Shrimati Renu Chakravarti May I know whether the WHO has actually allocated any research scheme for virus diseases to South East Asia and if so, in which country?

Shri Karmarkar Moneys are allocated normally not schemes. We do not accept any scheme as such, moneys only. Not on this scheme.

Dr. Sushila Nayar Is it not a fact that a special virus has been found in Mysore and a lot of research work is being done to identify that virus and find a cure for that? If so have any result been made available?

Shri Karmarkar: The answer to the first half is, yes, and to the

second half, good results have been achieved.

Mr. Speaker: Is it satisfactory? This question relates to some other scheme from WHO.

Next question. Hon Members are taken by surprise.

Cash Payment for Grains sold at Warehouses

*904 **Shri E. Madhusudan Rao:** Will the Minister of Food and Agriculture be pleased to state

(a) whether Government are aware of the difficulties of the farmers in encashing their cheques, received in lieu of their food grains sold at warehouses, and

(b) if so, whether there is any proposal to pay in cash at the warehouses?

The Deputy Minister of Food and Agriculture (Shri A M Thomas):

(a) and (b) Do not arise as no food-grains are sold at warehouses.

श्री ई० मधुसूदन राव मेरा मतलब यह है कि आज किसानों को बेयरहाउस में अपना गन्ना सुरक्षित करने के एवज में जो रकम दे मिलती है उन्हें लेकर बैंकों को खोजने और उन रकमों से गड़बास लेने में जो दिक्कत और परेशानी उन किसानों को होती है, क्या सरकार कोई ऐसी व्यवस्था करने के बारे में सोच रही है जिसमें कि उनका यह परेशानी न उठानी पड़े और उनका वही रुपया मिल जाय ?

साहब तथा कृषि मंत्री (श्री प्र० प्र० जैन)
वहाँ पर उनका चक्का तो दिये ही नहीं जाते।

Mr Speaker Order, order. The hon Member is under the impression that at the warehouses, the persons in charge of the warehouses purchase grain from the farmers and in lieu of paying cash they issue cheques.

Shri A M Thomas. What happens is this. The growers deposit their

grain for storage purposes and the go-down authorities give them receipts for the quantities stored. Initially there has been some difficulty to get advance from the banks on the security of these receipts. Necessary instructions have now been issued. The matter was taken up with the Reserve Bank and the State Bank. They have now issued instructions that advances can be made on the strength of these receipts so that the difficulties that have been narrated by my hon. friend do not arise.

श्री इ० मधुसूदन राव : मेरा तात्पर्य यह है

Mr. Speaker: Order, order. I would like to suggest to hon. Ministers, every Member is not a Minister here. They merely take shelter under this that it is not a cheque that is issued. As a matter of fact, some receipt is issued on the basis of which he has to get money. Hon. Ministers must appreciate the difficulty of the Members, anticipate them and give them answers. I find that the hon. Food Minister replied that no cheques are issued. The hon. Member who put the question thought that it was a cheque. It is as good as that. Whoever sells it gets a receipt and it has to be given to a bank. He finds some difficulty, and he asks: why can't you give cash? I do not think that it is right to take advantage of the ignorance of individual Members and then say: no, no. It is not right. Hon. Ministers must give as much information to the House as possible.

श्री इ० मधुसूदन राव : वारंगल में जो बेघर हाउसिंग कारपोरेशन है वहां पर जो एग्रीकल्चरिस्ट्स को रसीदे दी जाती हैं

अध्यक्ष महोदय : बैंक नहीं देते हैं ।

श्री इ० मधुसूदन राव : रसीदे देते हैं । तो उनको जो रसीदे दी जाती हैं उन्हें लेकर एग्रीकल्चरिस्ट्स भटकते हैं । उनको नहीं मालूम कि बैंक कहां हैं और रुपया कहां से मिलेगा । अगर उन्हें बेघर हाउस में ही रुपया

ने का प्रबन्ध किया जाये तो बहुत अच्छा हो । क्या कोई ऐसी व्यवस्था की गयी है ।

साहसबा कृषिमंत्री (श्री प्र० प्र० जैन): बेघर हाउस में जो सामान रखता है उसको एक रसीद दी जाती है । वह जरूरी नहीं है कि उस रसीद को लेकर बैंक जाया ही जाये । लेकिन चूंकि वह नैगोशियेबिल इंस्ट्रुमेंट है उसे बैंक ले जाया जा सकता है । अगर कोई चाहे तो किसी बैंक के नाम उस रसीद को एंडोस करके रुपया ले सकता है । नकद देने का तो कोई सवाल है नहीं । इसके लिए कोई प्रबन्ध नहीं हो सकता । बैंक से ही पैसा लेना होगा ।

श्री इ० मधुसूदन राव : क्या कोई ऐसी व्यवस्था की जा सकती है कि जो लोग वहां सामान रखते हैं उनको वहीं रुपया मिल जाये?

श्री प्र० प्र० जैन : हमारा ऐसी व्यवस्था करने का कोई इरादा नहीं है और न हम कर सकते हैं ।

Mr. Speaker: What is the difficulty? The hon. Member's point is that the ordinary farmer may not be able to negotiate the receipt, take it to a bank and undergo all this difficulty. He leaves his grain there. What is the insuperable difficulty in giving cash? The hon. Member brings it to the notice of the hon. Minister. The hon. Minister must say: these are the difficulties. When cash itself is given, possibly the warehouse officer will withhold some portion, and therefore there may be corruption; therefore we are not giving it. Let him say something.

Shri A. P. Jain: I am not prepared to accept what you are saying, because the position is this. Warehouses issue a receipt for having received the goods, and that receipt is negotiable under law, and we cannot do anything more than that. We cannot give cash. We do not buy the goods of the farmer. They are placed with us and he gets a receipt.

Shri Braj Raj Singh: You can make some arrangement so that some money can be advanced to the farmer.

Mr. Speaker: The hon. Minister has given the explanation

Survey of Sundarbans of West Bengal

*906. **Shri Halder:** Will the Minister of Irrigation and Power be pleased to state:

(a) why the Sundarbans of West Bengal were excluded from contour survey,

(b) what are the reasons for which Sundarbans were not included in the Second Five Year Plan; and

(c) whether this area will be taken into consideration in the Third Five Year Plan?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The original scheme of Contour Survey which excluded the Sundarbans has now been revised by the Government of West Bengal. The revised scheme which envisages Contour Survey of an area of 900 sq. miles in the district of 24 Parganas including Sundarbans has been submitted by the State Government to the Planning Commission for their approval

(b) and (c) Do not arise

Shri Halder: In view of the fact that the Government have already taken up a plan to rehabilitate refugees in the Sunderbans area, is it not necessary to survey the area immediately so that they have an idea as to how many refugees can be accommodated there?

Shri Hathi: I have not followed the question.

Mr. Speaker: If there is a proposal to rehabilitate or settle some refugees there, is it not necessary to have a survey beforehand to know how many can be rehabilitated there?

Shri Hathi: About rehabilitation I do not know, but the contour survey
373 (Ai) LSD—2 B.

scheme has been proposed by the West Bengal Government.

Shrimati Renu Chakravartty: May I know what exactly is the nature of the development scheme which the West Bengal Government has submitted to the Central Government for inclusion in the Third Five Year Plan, and whether the hon. Minister will lay it on the Table of the House?

Shri Hathi: The scheme that has been submitted by the West Bengal Government—the revised scheme—is for the contour survey of 900 square miles of area

Shrimati Renu Chakravartty: Are we to take it that there is absolutely no scheme for the development of the Sunderbans which has been undertaken by the West Bengal Government or submitted to the Central Government?

Shri Hathi: There may be a scheme, but that does not relate to the Irrigation Ministry

Godowns in Kerala

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*908. { **Shri Warior:**
 { **Shri Kodiyann:**
 { **Shri Vasudevan Nair:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received any request from the State Government of Kerala to permit the latter to use the vacant grain godowns in that State for storing grain; and

(b) if so, the decision taken thereon?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b) Yes, Sir. It has been decided to return the godowns of the State Government.

Shri Warior: I wish to know whether the Central Government has got godowns which they are willing to let to the State Government

Shri A. M. Thomas: No, Sir.

Shri Bimal Ghose: What: "No, Sir" The Central Government has not got, or is not willing to lend?

Shri A. M. Thomas: The Centre has got godowns which the Government does not intend to hand over to the State Government.

Shri Warior: I want to put this question also. What is the objection of the Central Government to handing over their vacant godowns to the State Government for storage?

Shri A. M. Thomas: We may require them in future

Shri Kadiyan: May I know the number of godowns and their storage capacity which are lying vacant in Kerala?

Mr Speaker: How long? All that also must be put

Shri A. M. Thomas: At present the Central Government's godowns capacity comes to about 34,168 tons, and the State Government's which we have got in possession, to 10,635 tons. Some godowns we have already surrendered and the remaining, I have already answered, we have decided to surrender.

Shrimati Renu Chakravarty: He said they were to be surrendered. Surrender to whom?

Mr Speaker: Surrender to the State Government

Shri A. M. Thomas: Surrender to the State Government

Shri Warior: Confusion is made. The Central Government also has got godowns, the State Government also has got godowns. We want to know why the Central Government godowns still lying there cannot be used by the State Government?

Mr. Speaker: He has said already that they may be required for storing grains by the Central Government,

and if for some short time it is vacant, what is the meaning of asking them? These are all suggestions for action.

Shri Punnoose: One question.

Mr. Speaker: He has come late.

Shri Punnoose: No, Sir.

Mr Speaker: Next question

Sugar Exports

*910. **Shri Rameshwar Tantia:** Will the Minister of Food and Agriculture be pleased to state:

(a) what are the main difficulties in our extended programme of sugar exports, and

(b) whether there is any proposal to further increase the sugar exports?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) None, Sir, except that the validity of the Sugar Export Promotion Act, 1958 has been challenged before the Supreme Court and the matter is sub-judice

(b) There is no proposal at present.

Shri Rameshwar Tantia: May I know how much foreign exchange was earned by sugar export during 1958 and what are our expectations for 1959?

Shri A. M. Thomas: The season is from November to November. As the hon House is aware, we have announced an export quota of a lakh tons from 1958 November to 1959 November. We exported 50,000 tons in 1957-58

Shri Braj Raj Singh: How much foreign exchange was earned?

Shri A. M. Thomas: It has been about Rs 4 crores. I am speaking subject to correction

Shri Tyagi: May I take it that the Supreme Court has banned the export of sugar? A misunderstanding has been created. The hon. Minister says that because there is some case going on in the Supreme Court, exports cannot be made.

Shri A. M. Thomas: No, no.

Shri Tyagi: I cannot understand the logic.

The Minister of Food and Agriculture (Shri A. P. Jain): We did not say so. What he said was that the law has been questioned in the Supreme Court. No prohibitory order has been issued by the Supreme Court. So there is no ban on export but the law is being questioned.

Shri Tyagi: But sugar is being exported?

Shri A. M. Thomas: Oh, yes.

Shri Bishwa Nath Roy: May I know whether there is any chance of increase in export of sugar in the current crushing season?

Shri A. M. Thomas: It is too early to say. I said there is no proposal at present to increase the quota.

Shri Rameshwar Tantia: May I know whether the Agricultural Minister has examined the possibility of other raw materials like raw jute which is surplus in the country being exported at less loss?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): We cannot get sugar out of jute.

Mr. Speaker: I think it does not arise out of sugar. Now, the Question Hours is over.

Shri Rameshwar Tantia: May I know whether the Ministry have arranged for something by which sugar has been exported?

Mr. Speaker: Order, order. We shall now take up the short notice questions.

SHORT NOTICE QUESTION

Bombay Steam Navigation Company

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SNQ { **Shri Nath Pai:**
Shri Assar:
Shri Goray:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware that the Bombay Steam Navigation Company have announced that the Company's ships shall not ply after the 1st of May 1959 and

(b) if so, the steps Government intend to take in order to keep these vital lines of communication open and in operation?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Company have complained that the service is not remunerative and that without an increase in fares or a subsidy from Government to offset their losses, it will not be possible for them to continue the service.

(b) Government propose to set up a Committee to go into the whole question and to take recommendations as to the measures to be taken for the continuance of the Kongkan passenger service. It is understood that the Board of Directors of the Scindia Steam Navigation Company as well as the BSN (53) have decided to withdraw the notice and to maintain the passenger service, if such a Committee is appointed.

Shri Nath Pai: It is known that the BSN (1953) is a subsidiary of the Scindias, and that the Scindias are making a huge profit every year, as their balance-sheets disclose. In view of this may I know whether Government are considering the question whether the company whose entire equity capital is held by the

Scindias could be merged with the Scindias?

Shri Raj Bahadur: The Scindias have been told that the BSN (1953) is their subsidiary, and they shall have to take note of the fact that they are making profits, and the Konkan services have to be continued at their responsibility as well. I trust the matter is receiving their attention too.

Shri Assar: May I know when Government are going to appoint the high-powered committee, and what the terms of reference of that committee will be?

Shri Raj Bahadur: We are going to appoint the committee—as a matter of fact, the proposal is under our consideration—and we shall appoint the Committee shortly. The terms of reference will also be finalised accordingly. Apart from that, we also propose to convene a meeting of the representatives of that area, the representatives of the State Government of Bombay and other concerned interests.

Shri Nath Pai: Are Government aware that there is a proposal, in view of the very near threat of the lines being cut off, that the Bombay Corporation may take over these lines, and if so, Government's reaction to it?

The Minister of Transport and Communications (Shri S. K. Patil): It is the policy that the Bombay Corporation is not expected to take over this service. It is outside the competence of that body.

Shri Nath Pai: May I point out that the Bombay Corporation is running such undertakings as the BEST, with which the Minister himself had a lot to do.

Mr. Speaker: The BEST is inside the corporation. This is outside in the sea.

Shri Nath Pai: But the lines come into Bombay. They operate from Bombay.

Mr. Speaker: Should we press this matter? It is a legal matter.

Shri Nath Pai: It may be a legal point.

Mr. Speaker: That is exactly so. The hon. Member is a barrister.

Shri Assar: May I know whether Government will consider the question of taking one member from the passengers' association on the committee?

Shri S. K. Patil: That is a suggestion for action. We shall consider it.

Shrimati Renu Chakravartty: In view of the fact that this line has been given over to the private sector for being run and in view also of the fact that they are finding it difficult, may I know whether the proposal to find out the possibility of its being run by the Western Shipping Corporation in any form has also been considered?

Shri Raj Bahadur: So far as I know they that is the private sector have been running this service from the inspection. Apart from that the BSN (53), there are others also who are running various other short distance services. The question of the Western Shipping Corporation taking these services over has not yet arisen.

Mr. Speaker: Shri Khadilkar.

Shri Hem Barua: rose—

Mr. Speaker: The hon. Member Shri Hem Barua comes from Assam. There is no sea close to it.

Shri Hem Barua: But those people are also my people.

Shri Khadilkar: In view of the fact that the majority of the Bombay residents depend on this coastal service, and that during the last seven years, the rates have gone up considerably, and that the company is showing every year loss on a particular subsidiary company, will Government consider, as one hon. Member has suggested earlier, the question of running it on its own?

Shri S. K. Patil: The whole question will be the subject-matter of inquiry, and, therefore, we do not want to anticipate all that.

Shri Hem Barua: In view of the fact that this attitude displayed by the Bombay Steam Navigation Co threatening to close down their lines is only a part of a wider scheme exhibited as well by British steam navigation companies all over the country, plying their boats in Bihar or in Assam, may I know whether Government have undertaken to enquire into the assets and liabilities of these companies who threaten to close down their lines and ask for Government subsidy?

Shri S. K. Patil: This is a different question altogether. What is done in Assam is not on a par with what is done here. But we can give one assurance,—because I can easily see the anxiety of the House—that so far as the continuance of that service is concerned, Government will see to it that the service shall remain and shall continue.

Shri Raghunath Singh: That is enough.

Mr. Speaker: Now, we shall take up short notice question No. 7. **Shri Thanu Pillai:**

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): I would suggest that S. N. Q. Nos. 7 and 8 may be taken together, because they are interlinked.

Mr. Speaker: Then, I shall ask the hon. Member, in whose name S. N. Q. No. 8 stands, also to read out the question, so that the answers may be given together.

Rise in Price of Paddy in Madras State

S.N.Q. No. 7 Shri Thanu Pillai: Will the Minister of Food and Agriculture be pleased to state—

(a) whether the price of paddy in Madras State has increased due to

unrestricted transport of paddy from Madras to Kerala in view of the higher price of paddy available in Kerala; and

(b) if so, what action do Government propose to take to check the free transport and rise in price of paddy?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) and (b) No, the price of paddy has not risen. With a view to checking abnormal movement of paddy from Madras to Kerala the Government of India have accepted the suggestion of the Madras Government and have imposed a ban on the export of paddy from Madras to any place outside the State, except in head-loads or under permits granted by the State Government.

Procurement of Rice by Madras Government

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**S.N.Q. { Shri Narasimhan:
No. 8. { Shri Subbiah Ambalam:**

Will the Minister of Food and Agriculture be pleased to state—

(a) whether Madras Government are facing serious difficulties in the matter of procurement of rice and have not reached the target;

(b) whether these difficulties have been brought to the notice of the Centre,

(c) the steps, if any, proposed to be taken in this regard, and

(d) what remedial measures have been suggested by the Madras Government?

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): (a) to (d) The Government of Madras had represented that they were experiencing difficulties in procurement of rice due to—

(1) Abnormal movement of rice and paddy from Madras to Kerala; and

- (ii) Dispersal of paddy from Tanjore into the adjoining districts in Madras and eventually stocks going underground

To remedy the situation the Government of India have accepted the suggestion of the Madras Government and have imposed ban on the export of paddy—

- (i) from Madras to any place outside the State except in head-loads, or under a permit granted by the State Government, and
- (ii) from a place in Tanjore District to any place outside the District except under a permit issued by the Grain Purchase Officer concerned

It has also been agreed to fix maximum control prices for rice in Kerala, and the proposals of the Kerala Government are now under consideration

Shri Thanu Pillai: The hon Minister has said that there has been no price increase. May I know the controlled price fixed by Government and also the price at which paddy is available in the Madras State?

Shri A. M. Thomas: The controlled price fixed for Madras varies from Rs 15 50 to Rs 21 50, for various varieties of rice. There are different varieties. It will take too much of the time of the House to give all the details. With regard to the price prevailing in the open market there is not much difference. And I might bring it to the notice of the hon Member that in some places it varies from Rs 16 58 to Rs 18 46 for coarse grain.

Shri Thanu Pillai: May I know whether it is a fact that the unrestricted movement from the adjacent districts at least has contributed for a rise in prices in the local market, which the hon Minister says is not too much, but which according to our information,—because we are paying the prices and we know it—is 20 to 30 per cent more than the controlled price?

Shri A. M. Thomas: The main ground on which this ban has been imposed is that sufficient quantities were not made available to the mills for dehushing purposes. That was the reason why we resorted to this order, and the open market prices are declining now, and there is not considerable difference between the controlled price as fixed and the open market prices.

Shri Narasimhan: May I know when the prices actually started declining? May I also know whether or not the prices were continuously rising until recently and whether they started declining only recently?

Mr. Speaker: When the hon Member knows it why does he put a question?

Shri Narasimhan: I want to know correctly. These are only guesses.

Shri A. M. Thomas: It is not correct. With the prospects of a good *dhani* crop the price of rice all over India has shown a decline.

Shri Narasimhan: I want to know when the decline came? I want to know whether the prices were high for a considerable time and have started declining only within a week or so.

Mr. Speaker: When was the ban imposed?

Shri A. M. Thomas: The ban was imposed, I think, from the first of this month.

The Minister of Food and Agriculture (Shri A. P. Jain): It was introduced a few days ago.

Mr. Speaker: Therefore, the decline has been.....

Shri A. P. Jain: There was a decline even before but it had not been precipitate

Shri Thanu Pillai: May I know whether the prices were fixed by the Central Government or by the State Governments? If it is fixed by the Central Government, why have the Central Government not fixed the price for Kerala when they have fixed the prices for Madras

Shri A. P. Jain: The prices were fixed by the Central Government in consultation with the State Governments. Originally, no control prices were fixed for Kerala. But there was a meeting of the Food Minister of the Southern Zone, I believe, on the 7th of February, when this principle was accepted, and the Kerala Government was requested to indicate their prices. The prices have been received and are under examination.

Shri V. Eacharan: May I know what will happen to the mill-owners located in the adjacent districts of Madras State who were getting paddy from Tanjore and other places, if the ban is imposed?

Shri A. P. Jain: To the extent of normal limits it will be allowed but under permits.

Shri Subbiah Ambalam: The hon. Minister said that there is no abnormal increase in prices of paddy or rice in Kerala. May I know whether the Madras Government has suggested a remedial measure that in order to have a fair price in all the Southern Zone States, a fair price must be fixed so that the movement of paddy and rice may be normal?

Shri A. P. Jain: That question has already been answered. It has been decided that there will be control price for Kerala and the Kerala Government have sent the proposals.

Shri Vasudevan Nair: It is said that there is unrestricted transport of rice from Madras State to Kerala. May I

know the quantity of rice transported to Kerala during this period and also the corresponding period of last year?

Shri A. M. Thomas: We have got only the railway figures. Railway movements do not show any increase. But we have got information that by trucks and lorries large quantities were moved.

Shri Punnoose: Is it not a fact that Kerala had been the traditional market for Tanjore rice? Why is this ban now imposed especially when there is no abnormal price?

Shri A. M. Thomas: I have already answered that it is because the supplies of paddy to the mills in the Madras State were dwindling. That was the main reason why this ban was imposed.

Shri Punnoose: May I know whether Government have examined the question that the Madras Government is not offering an economic price to the producer and that is why rice is going underground?

Shri A. M. Thomas: That is not correct. The Central Government have fixed the prices in consultation with the State Governments and we think the prices are quite fair.

Shri Thanu Pillai: May I know whether the price for Kerala State has even now been fixed?

Shri A. P. Jain: The proposal has been received only during the last few days and it is being examined.

Shri Subbiah Ambalam: May I know whether the Madras Government have represented that all purchase of rice and paddy to Kerala should be done only through the Madras Government and not directly by dealers or by the Kerala State and that the Madras Government has assured the procurement of necessary quantities required by Kerala State through their own administration?

Shri A. P. Jain: The position of the Southern Zone has been stated that it is a free movement zone for rice. Of course, some restrictions have been placed on the movement of paddy.

Shri Thanu Pillai: In view of State trading that is being considered, will Government apply state trading between Madras and Kerala by the State Governments?

Shri A. P. Jain: When the scheme of State trading is ready, all these questions will come up

Shri Kodiyam: May I know whether the Kerala Government have made any representation regarding the imposition of a ban on the export of rice from Tanjore to Kerala and, if so, what is the nature of the representation and what is the reaction of the Central Government?

Shri A. M. Thomas: There is no ban on the export of rice from Madras to Kerala; the movement is unrestricted

Mr. Speaker: Any person who eats rice knows the difference between paddy and rice

Shri Narasimhan: Will Government give information as to whether they sought the opinions of the various State Governments concerned regarding the prices and when each State gave the information and also state the reason given by the Kerala Government for the delay?

Shri A. P. Jain: Before we fixed the prices, we consulted the State Governments and they were fixed after consulting them

Shri Subbiah Ambalam: One more question, Sir

Mr. Speaker: I cannot allow any more question

WRITTEN ANSWERS TO QUESTIONS

Building of Shallow Draft Ocean-going Ships

*872. **Shri Rajendra Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a proposal to build special shallow draft ocean-going ships for coastal trading; and

(b) if so, whether any progress has been made in this respect?

The Minister of State in the Ministry of Transport and Communications (**Shri Raj Bahadur**): (a) There is no such specific proposal under consideration of Government at present.

(b) Does not arise

T.B. Clinics

*874. { **Shri Subodh Hansda:**
Shri Ajit Singh Sarhadi:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that two hundred new tuberculosis clinics are proposed to be established during the remaining period of the Second Five Year Plan,

(b) if so the steps taken in the matter so far,

(c) whether the existing clinics have been upgraded and brought up to the standard, and

(d) how many State Governments and individual persons and voluntary institutions have approached Government for help?

The Minister of Health (**Shri Karmarkar**): (a) to (d) A statement containing the required information is placed on the Table of the Lok Sabha

STATEMENT

(a) and (b) The target for the Second Five Year Plan is the establishment of 200 new T.B Clinics and

the upgrading of 100 existing TB Clinics. These clinics will be set up, staffed and maintained by State Governments while the Central Government will supply X-ray and laboratory equipment at an estimated cost of Rs 50,000 to each clinic. 60 TB Clinics were approved for establishment/upgrading in 1957-58 and equipment has been supplied to them. Proposals of the State Government for the establishment/upgrading of 40 TB Clinics during 1958-59 have been approved. The State Governments have indicated their intention to set up/upgrade 56 TB Clinics during 1959-60. No information is available regarding the year 1960-61. The number of clinics that will actually be established will depend on the availability of accommodation, staff and equipment.

X-ray and Laboratory equipment to the remaining clinics will be supplied as and when buildings and staff are ready. The UNICEF have offered to supply equipment for 20 clinics during the period 1959-61 and to consider requests from Government for the supply of further equipment.

(c) So far, 33 existing TB Clinics have been upgraded.

(d) All the State Governments and the Union Territories of Delhi, Himachal Pradesh and Tripura, the Bombay Municipal Corporation, the District TB Associations of Tanjore, Gurdaspur, Dharamsala, Hissar, Ambala, Rohtak, Hoshiarpur, Karnal, and Ferozepore and the Maha Gujarat Ayurvedic Medical Society, Nadiad have approached the Central Government for assistance in this matter.

Appointment of Compost Inspectors in N.E.S. and C.D Blocks

*875. { Shri R. C. Majhi
Shri Subodh Hansda

Will the Minister of Food and Agriculture be pleased to state

(a) whether trained Compost Inspectors are appointed in every NES and CD project; and

(b) if not, the reasons therefor?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The required information is being collected from the State Governments and Union Territories and will be placed on the Table of the Sabha in due course.

Conference of Heads of Railway Administration with M.Ps.

*877 Shri Vidya Charan Shukla: Will the Minister of Railways be pleased to state

(a) whether Government have considered the question of advising the heads of administration of various railways to have yearly conferences to which Members of Parliament might be invited, and

(b) if so, decision taken in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) The procedure and other details of having an informal conference once a year of M.Ps representing areas served by each zonal Railway separately with the Railway Minister which will be attended by the General Manager of the zonal Railway concerned are being examined. It is likely to be finalised soon.

Contracts for Retired Railway Employees

*878 Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state

(a) whether it is a fact that contracts of construction of many development schemes and projects on Northern Railway have been given to retired Railway employees during 1957-58 and 1958-59,

(b) if so, the reasons therefor, and

(c) whether the same practice is prevalent on other Railways also?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b) All contracts for works are let

out by competition on the open tender system. Some small contracts have been successfully secured by a few retired employees, engaged in this line of business on the basis of their offers being the lowest acceptable.

(c) Does not arise

Calcutta Port

*879. Shri Rameshwar Tantia: Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that the river drafts have fallen in the Port of Calcutta,

(b) whether it is causing delay in finding berths to ships, and

(c) if so, what steps are being taken to improve the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) (a) Yes, Sir

(b) No, Sir. Reduction in drafts has no bearing on finding berths for vessels. It does however occasionally lead to the detention of the ships at Sandheads.

(c) A statement is laid on the Table of the Lok Sabha.

STATEMENT

The present fall in river drafts is the result of deterioration of the River Hooghly in the estuary below Diamond Harbour in what is known as the Balari/Rangafalla Channel. Suitable river training works coupled with dredging is considered to be the permanent solution to the problem. Experiments are in progress at the Central Water and Power Research Station, Poona to determine the appropriate river training works to be taken up. In the meanwhile dredging of the Balari/Rangafalla Channel has been undertaken to improve the depths. Steps are also being undertaken to add to the dredger fleet of the Port Commissioners to cope with the increased dredging requirements.

डीजल कारें

*881. श्री अजय शीर साहनी: क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) इस समय किन-किन बड़ी लाइनों पर डीजल कारें चल रही हैं,

(ख) क्या और किमी बड़ी लाइन पर डीजल कार चलाने की कोई योजना विचार-धीन है, और

(ग) क्या सरकार का विदेशों से कुछ और डीजल कारें खरीदने का विचार है?

रेलवे उपमन्त्री (श्री शाहनवाज खाँ) :

(क) बड़ी लाइन की डीजल कारें मध्य, उत्तर और दक्षिण रेलों में चलती हैं। सभा पटल पर एक बयान रखा गया है जिसमें बताया गया है कि ये डीजल कारें किन-किन सेक्शनों पर चल रही हैं। [बेसियर परिशिष्ट ३, अनुबन्ध संख्या १०]

(ख) जी हाँ।

(ग) दूसरी पंचवर्षीय योजना में नहीं।

Export of Paddy from Punjab

*882 Shri Ajit Singh Sarhadi. Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that export of paddy has been banned from Punjab by the Central Government, and

(b) if so how it has affected the price thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir

(b) The imposition of the restriction has not resulted in any fall in the price of paddy.

Price of Raw Jute

*888. { Shri Nagi Reddy:
Shri Ramam:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the nine-man sub-committee set up to go into the question of fixing the floor price for raw jute has completed its report;

(b) if so, whether a copy of the Report will be laid on the Table; and

(c) what are the reactions of Government on the recommendations of the sub-committee?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Committee has not met

(b) and (c) Do not arise

बम्बई मेल में चोरी

*८८५. श्री अर्जुन सिंह भरीरिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि हावडा-बम्बई मेल के साथ गलत सामान डिब्बे में १० दिसम्बर, १९७८ को कुछ माल चुराया गया था;

(ख) यदि हा, तो क्या इस मामले की कोई जांच की गई है, और

(ग) उसका क्या परिणाम निकला है ?

रेलवे उपमंत्री (श्री शाहनवाज खां) :

(क) जी हा ।

(ख) और (ग) पूर्व रेलवे का वाणिज्य विभाग (Commercial Department) इस मामले की जांच कर रहा है । साथ ही रेलवे पुलिस और रेलवे सुरक्षा दल (Railway Protection Force) भी इस की जांच कर रहे हैं और नतीजे का इन्तजार है ।

Dum Dum Terminal Building

*888 Shrimati Mafida Ahmed: Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have appointed any foreign expert to examine the Dum Dum terminal building project; and

(b) if so, the reasons thereof?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). The matter is under consideration and no final decision has yet been taken.

Viking Aeroplanes

*889. Shri Aurobindo Ghosal: Will the Minister of Transport and Communications be pleased to state:

(a) whether the Viking aeroplanes are not in use at present, and

(b) if so, since how long and where these have been grounded?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Yes, Sir.

(b) I lay a statement on the Table of the House [See Appendix III, annexure No 11]

Conference of Chief Security Officers of Railways

*890. Shri Vajpayee: Will the Minister of Railways be pleased to state

(a) whether it is a fact that a Conference of Chief Security Officers of the Railways was held at Delhi recently,

(b) whether the question of eliciting public co-operation in combating crime and protecting railway and public properties was discussed at the Conference; and

(c) if so, the nature of the steps taken or proposed to be taken to utilize public co-operation in greater measure?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes

(b) Yes The importance of securing public co-operation in combating crime and protecting railway property and goods entrusted to Railways for carriage was stressed by the hon Railway Minister at this meeting

(c) By encouraging public bodies and public spirited individuals by contacts and by rewards for assistance rendered, to give special attention to the civic duty that is cast on them to help the authorities in this regard by giving prompt information within their knowledge and rendering assistance.

Port Trust Railway Charge

*892 Shri Damani: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Calcutta Port authorities have increased the Port Trust Railway Charge, and

(b) if so, whether it has proved an impediment to increased export of manganese ore?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir The Port Commissioners have increased their Railway charges generally, from 11th December, 1958

(b) The increase has been very recent and constitutes only a small fraction of the total cost to the overseas buyer It is therefore, unlikely that it has proved an impediment to increased export of manganese ore

Travel Pact Offer by Russia

*896. Shri Sadhan Gupta: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Chief of the Soviet Intourist Organisation has offered a travel pact between the Soviet Union and this country,

(b) if so, the nature of the offer; and

(c) the decision of Government in respect of the said offer?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No such proposal has been formally received.

(b) and (c) Do not arise.

Construction of "Saline Embankments" in Orissa

*897 { Shri P. K. Deo;
Shri B. C. Prodhan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Government of Orissa have submitted a proposal to the Central Government for assistance in connection with the construction of 'Saline Embankments' to protect the lands from tidal floods,

(b) if so, whether the Central Government have accepted the proposal; and

(c) if not the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) to (c) No proposal for construction of new embankments to prevent saline water from entering paddy fields in the coastal areas of Orissa has been received from the State Government But the Government of Orissa had suggested that in the existing embankments along the sea coast, which were constructed mainly by ex-zamindars, for the protection of cultivated areas from the ravages of saline water, the cost of providing sluices with non-return valves may be met from the funds under flood control The proposal of the State Government was carefully considered by the Central Flood Control Board It has been decided that improvements to the existing embankments by providing sluices with non-return valves cannot be treated as a flood control scheme The State Government have been advised to examine the possibility of financing the work under the Grow More Food programme

Requirements of Maida in South Food Zone

*898. Shri V. P. Nayar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the South Food Zone does not have enough capacity to produce Maida for its consumption;

(b) the annual requirements of Maida of each State in the zone and the capacity to produce Maida in Flour Mills in each State; and

(c) the approximate Railway freight on Maida paid by each State every year as also the Railway Wagon space in route-mile tons required by each State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The production capacity of the roller flour mills in the Southern Zone is sufficient to meet the present requirement of Maida of the Zone.

(b) A statement is laid on the Table of the Lok Sabha [See Appendix III, annexure No. 12]

(c) The information is not available and it would involve considerable labour to collect it.

Pooling of Resources of A.I.I. and B.O.A.C.

*899 Shrimati Ila Palchoudhuri: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a proposal to pool the resources of Air-India International and British Overseas Airways Corporation is under consideration of Government;

(b) if so, the reasons for such a move; and

(c) the extent of progress made in this connection?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) Air India International and British Overseas Airways Corporation are exploring the possibilities of pooling of the revenues

earned from the carriage of traffic by the two carriers on certain routes.

(b) The basic idea behind a pooling arrangement is to eliminate competition and bring about closer co-operation in the operation of a.r. services.

(c) The discussions between the airlines are still continuing.

उत्तर प्रदेश से साठी धान का निर्यात

*९००. श्री मोहन स्वल्प : क्या साख्त तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि साठी धान पर उत्तर प्रदेश से बाहर भेजने के लिये प्रतिबन्ध लगा दिया गया है जबकि साठी धान का सेना चावल व साठी धान से बनी अन्य वस्तुयें बिना परमिट के बाहर भेजी जा सकती हैं; और

(ख) यदि हा, तो इसका क्या कारण है ?

साख्त और कृषि मंत्री (श्री स० प्र० जैन):

(क) जी नहीं. उत्तर प्रदेश से सब किस्म के चावल और धान, और चावल के चोकर के अनिश्चित इन से बनी वस्तुओं की, परमिट के बिना निकाली पर प्रतिबन्ध लगा हुआ है।

(ख) प्रश्न नहीं उठता।

Release of Sugar for Export

*905. Shri Siddhananjappa: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have decided to release one lakh tons of sugar for export during the period ending October 31 1959; and

(b) if so, what are the factors that have influenced Government to fix this quota?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir.

(b) The factors taken into consideration in the fixation of the export quota were:

(i) the estimated availability of sugar during the year 1958-59;

- (ii) the quantity of sugar reasonably required for internal consumption; and
- (iii) the necessity for exporting sugar to earn foreign exchange.

Railway Coaches

*907. Shri Dinesh Singh: Will the Minister of Railways be pleased to state whether in view of the shortage of stainless-steel in the country, and the foreign exchange involved in its purchase, what other metals do the railway propose to use for their coach fittings?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Aluminium alloy and mild steel fittings are being used on a progressively increasing scale in place of the stainless-steel fittings.

Repair of Rolling Stock on N. Railway

*908. Shri Ram Krishan: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in the metre gauge section of the Northern Railway serious difficulties are being experienced in regard to adequate arrangement for repairing coaches and supply of repair material for rolling stock; and

(b) if so, what steps Government propose to take in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) and (b) No serious difficulties in regard to supply of repair materials for Rolling Stock are being experienced in the Metre Gauge Section of the Northern Railway. Occasional difficulties are, however, being experienced to deal with the increased repair load due to inadequate workshop capacity and necessary steps are being taken to increase the work shop capacity by the end of the Second Plan.

Drainage System

*911. { Shri S. M. Baherjee:
Shri Tangamani:
Shri A. K. Gopalan:

Will the Minister of Health be pleased to state:

(a) what positive steps have been taken to improve the drainage system of Delhi and New Delhi;

(b) whether any scheme has been chalked out; and

(c) if so, the main features of the scheme?

The Minister of Health (Shri Karmarkar): (a) to (c). This matter has been examined by the Committee which was set up in July, 1958 under the Chairmanship of the Minister for Works, Housing and Supply. The report of this Committee which gives detailed information regarding the inadequacy of the existing drainage and sewerage system of Delhi and makes specific recommendations for its improvement will be laid on the Table of the Sabha shortly by the Minister for Works, Housing and Supply.

Irwin Hospital

*912. { Shri Harish Chandra
Mathur:
Shri Rami Reddy:

Will the Minister of Health be pleased to state:

(a) whether any enquiry has been instituted in respect of all cases of deaths occurring in Irwin Hospital;

(b) what necessitated the enquiry; and

(c) what is the result of the enquiry?

The Minister of Health (Shri Karmarkar): (a) Yes, Sir

(b) This has been done in order to get an idea whether proper treatment was given by the Medical Officers in charge of the cases in the wards.

(c) The reviewing Committee found that the treatment given by the Medical Officers charge of the cases was satisfactory.

Tungabhadra High Level Canal

*913. { Shri Nagi Reddy:
Shri Ramam:

Will the Minister of Irrigation and Power be pleased to state

(a) the nature of the work on Tungabhadra High Level Canal that has been planned for the year 1959-60; and

(b) the amount of money that has been sanctioned?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No detailed programme of construction for 1959-60 has yet been prepared but preliminary works such as levelling and surveying of canals etc, have already been undertaken. The Technical Advisory Committee has recently approved the detailed estimates relating to Stage I of the Project. The State Governments concerned and the Tungabhadra Board will now prepare the phased programme of construction for the year 1959-60.

(b) A provision of Rs 50 lakhs for Andhra Pradesh and of Rs 12 lakhs for Mysore has been made in the Annual Plan for 1959-60.

Purchase of Rice From Madhya Pradesh

*914 { Shri Vidya Charan Shukla
Shri Kistaiya:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Union Government have decided to purchase rice stocks, old and new from surplus rice producing districts of Madhya Pradesh;

(b) if so, broad details of the purchasing scheme; and

(c) when its implementation will commence?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) This decision was taken some time ago and purchases are being made accordingly.

(b) The Central Government are making purchases of rice direct from millers and traders through their officers at the controlled prices fixed for the different varieties of milled and handpounded rice.

(c) Purchases of rice are continuing since December 1958.

Spice Board

*915. Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state whether it is a fact that Central Government is considering the question of setting up a Spice Board in India to reduce the cost of production of various spices in order to regain foreign market, India lost in recent years?

The Minister of Food and Agriculture (Shri A. P. Jain): The question of setting up a Spices Board is under consideration of the Government of India.

Skin-Dust and Unused Skins

*916 Shri Aurobindo Ghosal: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any experiment has been made regarding use of skin-dust and unused skins as fertilisers, and

(b) if so, with what result?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) No systematic experiments have been conducted in this country regarding the use of skin-dust and unused skins as fertilisers. Leather waste contains 7 to 8 per cent Nitrogen. It undergoes decomposition in soil with extreme slowness. Investigations are in progress in the laboratory of the Bombay State Agricultural Chemist to decompose the refractory tanning

protein complexes in leather wastes to make the material easily nutritible in soils

National Food Production Council

*917. **Shri Hem Barua:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have taken into consideration the suggestion recently made by the ex-Finance Minister of India **Shri C. D. Deshmukh** about the constitution of a high powered National Food Production Council of Experts; and

(b) if so, whether Government propose to give effect to this suggestion for food production?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No such suggestion has been received by the Government

(b) Does not arise

Use of Anti-Biotics

*918 **Shri D. C. Sharma:** Will the Minister of Health be pleased to state:

(a) whether the Government of India is aware that the British Health Experts recently issued warning to all hospitals to resist the use of anti-biotics and rely more on older methods;

(b) if so, whether Government have studied the full report of the British Experts, and

(c) if so, their reaction thereon?

The Minister of Health (Shri Kar-markar): (a) Government of India have seen extracts from the report of the Central Health Services Council Sub-committee on the Staphylococcal infections in hospitals in the UK recommending that clinicians should be prepared to consider certain voluntary restrictions on the use of anti-biotics

(b) Full text of the report is not available and efforts are being taken to obtain the same

(c) Such action as deemed necessary will be taken, when the report becomes available

Price of Milled Rice in Bihar

*919. **Shri Siddananiappa:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have fixed the control sale price of milled-rice in Bihar State; and

(b) if so, what is the rate fixed?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) The maximum price at which milled rice can be sold ex-mill or in whole-sale quantities exceeding ten maunds in any one transaction has been fixed at Rs 16 00 per maund of naked grain

Ice and Aerated Water Licences Association

{ **Shri Vajpayee:**
Shri Assar:
Shri Raghunath Singh
 *920. { **Shri A. K. Gopalan**
Shri Warrior:
Shri Kodiyan:

Will the Minister of Railways be pleased to state

(a) whether Government have decided to abolish the system of selling ice and aerated water in running trains,

(b) if so, the reasons for this decision,

(c) whether the Indian Railways Ice and Aerated Water Licence Association has submitted a memorandum in this regard,

(d) if so, their main demands, and

(e) the Government's decision thereon?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes

(b) To relieve over-crowding in trains by making more room available for third-class passengers

(c) Yes

(d) The main demands are —

(i) Withdrawal of notice of termination of ice and aerated water licensees,

(ii) Restoration of such contracts wherever they have been terminated, and

(iii) In case the request made in paras (i) and (ii) above are not acceptable, one berth or limited space be allotted for the ice vendors to conduct sales of the ice and aerated waters on trains

(e) It is not proposed to reverse the decision to discontinue the sale of ice and aerated water on trains

Unlicensed Radio Sets

*922. Shri Ram Krishan. Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that Government are losing a revenue of about Rs 25 lakhs per annum on account of unlicensed radio sets, and

(b) if so, the nature of the measures proposed to be taken to see that Government are not put to such heavy loss?

The Minister of Transport and Communications (Shri S K Patil). (a) Admittedly unlicensed radio sets exist in the country, but in the nature of things, it is not possible to give a correct idea as to the number of such sets or the extent of loss of revenue to the Government on this account

(b) A statement is placed on the Table of the Lok Sabha [See Appendix III, annexure No 13]

Air Delegation from U K.

*923 Shri Raghunath Singh Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that a four men Air delegation from the UK has

arrived in India to discuss the rights of British and Indian airlines in each other's territories, and

(b) if so, whether both the countries have reached any decisions?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) An Air Delegation from the UK consisting of seven members held discussions with an Indian Delegation from the 12th to the 28th January, 1959

(b) Yes, Sir

Hotel Standards and Rate Structure Committee

*924. D. C. Sharma. Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No 762 on the 9th December, 1958 and state the progress since made in examining the remaining two recommendations made by the Hotel Standards and Rate Structure Committee?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): No final decision has yet been taken on the two recommendations pertaining to financial assistance to hoteliers and relaxation in prohibition rules

Sale of Food Packets at Station on N. Railway

1253 Shri Ram Krishan Will the Minister of Railways be pleased to state

(a) the reasons for there being no visible arrangement for the sale of cheap, hygienic food packets at important stations of Northern Railway, and

(b) the steps taken or proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan) (a) and (b) The sale of food packets exists at Lucknow and Varanasi stations of Northern Railway at present. Their sales at Allahabad, Kanpur and Moradabad were given up owing to

poor demand by the public. Reintroduction of sales of food packets at these stations and introduction at other important stations with the necessary publicity is under examination

Railway Schools on N. Railway

1254. { Sardar Iqbal Singh:
Shri Ram Krishan:
Shri Daljit Singh:

Will the Minister of Railways be pleased to state:

(a) the number of schools at present being run at various stations on the Northern Railway,

(b) the number of children receiving education in those schools; and

(c) the number of schools to be opened during the Second Five Year Plan period on the Northern Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 9

(b) 1867

(c) 91 new primary schools on austerity standard are proposed to be opened on the Northern Railway during the Second Plan period

Rice Cultivation in States

1255. Shri Ram Krishan: Will the Minister of Food and Agriculture be pleased to state the total and additional area brought under rice cultivation during 1958 (State-wise)?

The Minister of Food and Agriculture (Shri A. P. Jain): The All-India Final Estimate of Rice Crop for 1958-59 has not yet become available

Seizure of Foodgrains

1256. Shri Ram Krishan: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No 399 on the 1st December, 1958 and state

(a) whether information regarding quantity of foodgrains seized has been collected; and

(b) if so, the details thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir

(b) According to the available figures, the total quantity of food-grains seized and acquired by the Centre and the State Governments under the provisions of the Essential Commodities Act (10 of 1955) during 1958 was about 3.16 lakh tons. The figure is under verification

New Railway Lines

1257. Shri Pangarkar: Will the Minister of Railways be pleased to state:

(a) the names of new Railway lines the survey of which is proposed to be carried out during the remaining period of Second Five Year Plan, and

(b) full details in regard to each survey proposed to be carried out, such as the mileage, the places to be linked, estimated expenditure etc?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b) Information regarding the new lines in respect of which surveys have been proposed, is already available in the Budget Documents presented to the House on 18-2-1959. However, a statement is placed on the Table [See Appendix III, annexure No. 14]

Uniforms for Railway Staff

1258. Shri Pangarkar: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the uniforms of Railway staff on South Eastern Railway are stitched without taking measures, thereby making almost all uniforms unusable, and

(b) whether any complaints have been received in this respect?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) No. Uniforms in respect of staff who come in contact with the public are made to

actual measurements. For other staff, uniforms of standardised sizes are supplied.

(b) Complaints received are attended to and steps taken to rectify the defects.

Settlement of Dues to Railway Staff

1259. **Shri Pangarkar:** Will the Minister of Railways be pleased to state

(a) the number of cases of payment of settlement dues to the staff of the Central Railway pending as on the 31st October, 1958, and

(b) the steps being taken to finalise them at an early date?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Provident Fund (including Special Contribution) cases—1614, out of which part payments have been made in 1377 cases.

Pension cases—105

(b) Special drives have been arranged to clear these cases.

Alarm Chain Pulling

1260. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state

(a) the number of instances of pulling of alarm chain on the Indian Railways, Zone-wise during the months of September, October, November, December, 1958 and January, 1959 month-wise,

(b) the number out of them found unjustified, Zone-wise and month-wise, and

(c) the number of cases where offenders have been prosecuted and convicted during the same period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) to (c) A statement furnishing the information desired is laid on the Table [See Appendix III, annexure No 15]

Hindi Telegrams

1261. **Shri D. C. Sharma:** Will the Minister of Transport and Communications be pleased to state

(a) the names of districts in Punjab where facility of sending telegrams in Hindi has been provided so far, and

(b) the time by which this facility will be provided in the remaining districts?

The Minister of Transport and Communications (Shri S. K. Patil): (a) In all the District Headquarters

(b) Does not arise

Minor Irrigation Schemes in Rajasthan and Kerala

1262. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to state

(a) the amount allotted to Rajasthan and Kerala States for minor irrigation schemes in the year 1958-59 separately, and

(b) the names of the projects to be constructed?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Total amount allotted to the States of Rajasthan and Kerala during 1958-59 for their Minor Irrigation Schemes is given below

- (1) Rajasthan—Rs 103.00 lakhs
- (2) Kerala—Rs 64.00 lakhs

(b) Statement giving the required information is laid on the Table [See Appendix III annexure No 16]

Ranjitnagar Colony, West Delhi

1263. **Shri D. C. Sharma:** Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No 1803 on the 10th September, 1958 and state the steps since taken to improve the conditions of Ranjitnagar, a colony in West Delhi?

The Minister of Health (Shri Karmarkar): The area has been declared as a "development area" under

the Delhi Development Act, 1957. A scheme for the development of 116.25 acres of land in this area at an estimated cost of Rs. 68.81 lakhs has been formulated by the Delhi Development Authority and is being scrutinised by Government.

दिल्ली में कृषि योग्य बनाई गई भूमि

१२६४. श्री नवल प्रभाकर : क्या साध तथा कृषि मंत्री यह बताने की कृपा करेंगे कि .

(क) दिल्ली में वर्ष १९५५-५६ में अब तक कितनी परती तथा बंजर भूमि को कृषि योग्य बनाया गया; और

(ख) यह भूमि कहा-कहा कृषि योग्य बनायी गयी ?

साध और कृषि मंत्री (श्री प्र० प्र० जैन) :
(क) और (ख) जानकारी इकट्ठी की जा रही है और उपलब्ध होते ही सभा की टेबिल पर रख दी जायेगी ।

सांस्कृतिक चल-चित्र

१२६५. श्री नवल प्रभाकर : क्या सामुदायिक विकास और सहकार मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि दिल्ली में सामुदायिक विकास खण्ड अधिकारियों की ओर से सांस्कृतिक चल-चित्रों का प्रदर्शन किया गया;

(ख) इन प्रदर्शनों का व्यौरा क्या था; और

(ग) वे अपने उद्देश्य में कहा तक सफल हुए ?

सामुदायिक विकास मंत्री के सभा-सचिव (श्री ब० स० मूर्ति) : (क) जी हा ।

(ख) निम्नलिखित सांस्कृतिक चल-चित्र विकास संघों में दिखाये गये :

१. शिव रात्रि

२. हिन्दुस्तान हमारा

३. बक्रादारी

४. मुत्ता

५. गोपाल भय्या

१९५२ से अब तक १०७६ फिल्म को देहाती इलाको में दिखाये गये और हर दफे ५०० से २००० देहाती देखने के लिये भाये ।

(ग) प्रायः देहातियों पर इनका भारी प्रभाव होता है ।

Electricity Dues from Pakistan

1266. Shri Daljit Singh: Will the Minister of Irrigation and Power be pleased to refer to the reply given to Unstarred Question No. 1769 on the 17th December, 1958 and state:

(a) whether any amount has been paid by the Pakistan Government from the electricity dues in respect of the year 1957-58, and

(b) what steps are being taken for the realisation of the arrears?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) The Government of Pakistan was being regularly reminded by the Government of Punjab (India). The Government of Punjab (India) was informed by Pakistan Government in January, 1959 that the payment of arrears was being arranged through the State Bank of Pakistan. The payment is awaited.

Pilferage of Goods in Bombay Division

1267. Shri Assar: Will the Minister of Railways be pleased to state:

(a) the extent to which the carriage fittings and commercial goods were pilfered in the Bombay Division of the Central Railway during the period from 1st April to the 31st December, 1958 and the details of prosecutions launched and materials recovered as a result thereof; and

(b) how many employees of the Railway Protection Force were caught

for pilfering carriage fittings, Railway Stores and commercial goods in Bombay Division during the same period?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Pilferage of carriage fittings and commercial goods during the period 1-4-1958 to 31-12-1958 in the Bombay Division.

Carriage Fittings	Commercial Goods
Value Rs. 2,18,027 pilfered.	Rs 49,420
Value Rs 17,146 recovered.	Rs 14,948

No. of persons prosecuted in cases of pilferages of

(i) Carriage & Wagon fittings	101
(ii) Commercial Goods	32

(b) No. of Railway Protection Force employees caught during 1-4-1958 to 31-12-1958 for pilfering:

(i) Carriage fittings	2
(ii) Railway Stores	2
(iii) Commercial Goods	2

Subsidies to Private Railway Companies

1268 { Shri P. K. Deo:
Shri B. C. Prodhan:

Will the Minister of Railways be pleased to state the amount of subsidies which have been paid in 1957-58 and 1958-59 to each of the private companies for the working of their railway lines specially when their share of the net earnings does not give them the return guaranteed to them on their capital?

The Deputy Minister of Railways (Shri Shahnawaz Khan): A statement is placed on the Table of the Lok Sabha [See Appendix III, annexure No 17]

Out-Agencies on South-Eastern Railway

1269 Shri P. K. Deo: Will the Minister of Railways be pleased to state

(a) how many out-agencies are working in the South-Eastern Railway, and

(b) whether any more are going to be opened in the near future?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Six

(b) Proposals for opening 11 more out-agencies are under examination.

Booking Facilities at Stations

1270. Shri P. K. Deo: Will the Minister of Railways be pleased to state

(a) when was the construction of the Kandel Road and Narla Road stations in the South-Eastern Railway completed,

(b) whether representations were made by the local people to the Railway authorities to extend to those stations the facilities of passenger and goods booking, and

(c) if so, the action taken thereon?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Kandel Road and Narla Road stations were opened as crossing stations on 1st August, 1954

(b) Yes, Sir Representation for opening Narla Road station for goods booking was received

(c) Facilities for booking of passengers, luggage and parcels to stations on South-Eastern and Eastern Railways already exist at these stations. The question of opening Narla Road for goods booking is under examination

Fishing Harbours

1271. **Shri Panigrahi:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Harbour Experts appointed to conduct survey of important centres for developing fishing harbours visited any centre in the State of Orissa; and

(b) if so, the names of the centres visited by them in the State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No, Sir.

(b) Does not arise

Remodelling of Stations on S.E. Railway

1272. { **Shri Panigrahi:**
 Shri Sanganna:

Will the Minister of Railways be pleased to state

(a) what amount has been allotted for the remodelling of Cuttack, Puri, Bhubaneswar, Sakshigopal, Nirakar-pur and Janakadupur Railway Stations on South-Eastern Railway in the years 1955-56, 1956-57, 1957-58, 1958-59 and 1959-60,

(b) the nature of the improvement proposed to be effected in each of these stations; and

(c) the nature of improvement so far effected in these stations and the amount of money spent so far from the amount allotted for the purpose?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). The information will be laid on the Table of the House in due course.

Late Running of Trains on Northern Railway

1273. **Shri D. C. Sharma:** Will the Minister of Railways be pleased to state:

(a) the number of times during 1958 when trains from Delhi to

Pathankot on Northern Railway ran late;

(b) reasons for such late running; and

(c) the steps being taken to improve the situation?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 270.

(b) The performance of trains from Delhi to Pathankot during June to October 1958 and December 1958 was not satisfactory mainly due to

(i) heavy rains and breaches;

(ii) overhauling of west cabin at Delhi Main in October 58;

(iii) dense fog

(c) (i) Periodical punctuality drives

(ii) Introduction of punctuality award scheme.

All India Poultry Development Scheme

1274. **Shri Onkar Lal:** Will the Minister of Food and Agriculture be pleased to state the amount allotted during the year 1958-59 so far to the Rajasthan State for Establishment of Extension-cum-Development Centres under the All India Poultry Development Scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): A sum of Rs. 1.70 lakhs comprising of Rs. 1.31 lakhs as grant and Rs. 0.39 lakhs as loan has been allotted to Rajasthan as Central assistance during 1958-59

Amount Missing from Post Offices in Rajasthan

1275. **Shri Onkar Lal:** Will the Minister of Transport and Communications be pleased to state the amount reported missing from different post offices in Rajasthan Circle during 1957-58 and 1958-59 so far?

The Minister of Transport and Communications (Shri S. K. Patil): 1957-58: Rs. 3769; 1958-59: Rs. 4474

Irrigation Works in Rajasthan

1276. Shri Onkar Lal: Will the Minister of Irrigation and Power be pleased to state the amount allotted for Rajasthan State for Irrigation works during the years 1957-58 and 1958-59 so far?

The Deputy Minister of Irrigation and Power (Shri Hathi): The outlay as agreed for major and medium irrigation projects in Rajasthan for the years 1957-58 and 1958-59 was as under:

	(Rs. in crores.)
1957-58.	5.15
1958-59.	
Schemes excluding Bhakra Nangal and Chambal	1.20
Bhakra and Chambal (including power)	6.00

Railway Bridges

1277. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of bridges damaged due to heavy rains on Western Railway route during 1958-59 so far; and

(b) the amount spent for repairing them?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Nil.

(b) Does not arise

Movement of Foodgrains from Rajasthan

1278. Shri Onkar Lal: Will the Minister of Food and Agriculture be pleased to state the quantity of foodgrains moved out from Rajasthan during last six months?

The Minister of Food and Agriculture (Shri A. P. Jain): During the six

months September, 1958 to February, 1959, only about 3,450 tons of gram and gram dal moved out from Rajasthan State on Government account. Figures of movement through trade channels are not available.

N.E.S. and C.D. Blocks in Rajasthan

1279. Shri Onkar Lal: Will the Minister of Community Development and Co-operation be pleased to state the number of National Extension Service Blocks and Community Development Blocks working at present in Rajasthan.

The Parliamentary Secretary to the Minister of Community Development (Shri B. S. Murthy):

(i) C. D. Blocks	30
(ii) Special Multipurpose Blocks	1
(iii) Stage I Blocks	59
(iv) Stage II Blocks	20
TOTAL	110

There are no N.E.S. Blocks, as they have been converted into Stage I blocks with effect from 1-4-1958.

Losses in Post and Telegraph Circles

**1280. { Shri Subodh Hansda:
Shri S. C. Samanta:
Shri R. C. Majhi:**

Will the Minister of Transport and Communications be pleased to state:

(a) the total amount of compensation paid by different postal circles to various parties due to loss of articles, insured packets etc. or damages caused during transit in 1958-59 so far;

(b) in which circle losses were heavy, and

(c) what steps Government have taken to minimise the losses?

The Minister of Transport and Communications (Shri S. K. Patil): (a) to (c). The information is being collected and will be placed on the Table of the Sabha

Through Coaches Between Bangalore and Delhi.

1281. Shri Keshava: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that through coaches used to be run between Bangalore and Delhi in the recent past;

(b) if so, how long did they run; and

(c) the reasons for stopping them now?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes, one composite first and third class coach.

(b) From 16.4.1953 to 30.6.1956.

(c) Inadequate yard and platform facilities at Madras Central station for stabling the through coach, occupied by passengers, for long periods ranging from 3 hrs. 45 mts. to 4 hrs 45 mts.

Chamarajanagar-Coimbatore Railway Line

1282. Shri Keshava: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1181 on the 11th March, 1958 and state when Chamarajanagar-Satyamangalam-Coimbatore Railway line will be taken up for construction?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): This project is not included in the Second Five Year Plan and it is too early to make a forecast of what all the projects of the Third Plan are likely to be.

Students in Ayurvedic Research Centre, Jamnagar.

1283. Shri Keshava: Will the Minister of Health be pleased to state:

(a) whether any students of modern medicine have been admitted to the Ayurvedic Research Centre in Jamnagar for further studies in the indigenous systems of medicine; and

(b) if so, from which States do they come and their number?

The Minister of Health (Shri Karmarkar): (a) Provision for further studies in Ayurveda exists only at the Post Graduate Training Centre in Ayurveda, Jamnagar, and not at the Ayurvedic Research Centre. No student of modern medicine has so far been admitted to the Post Graduate Training Centre, Jamnagar.

(b) Does not arise.

Model Town Planning

1284. { Shri Ram Krishan:
Shri D. C. Sharma:

Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 647 on the 1st December, 1958 and state:

(a) at what stage is the question of introducing "a model town planning" legislation; and

(b) the progress made so far in this direction?

The Minister of Health (Shri Karmarkar): (a) and (b). The draft Model State Town Planning Legislation is proposed in the conference of representatives of State Governments which is expected to be convened towards the end of March, 1959.

It is not the intention to enact any Central legislation on this subject. The draft Model Legislation, when finalised will be forwarded to the State Governments for adoption with such modifications as may be considered necessary to suit local conditions.

Buildings for I.A.C. Offices

1285. Shri Ram Krishan: Gupta: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the offices of Indian Air Lines Corporation in big cities are accommodated in private-owned buildings; and

(b) if so, whether there is any proposal with the Corporation to construct their own buildings?

The Deputy Minister of Civil Aviation (Shri Mohiuddin) (a) Yes, Sir, except for the Corporation's Area Administrative offices of the Bombay Region which are housed in their own buildings at Santa Cruz

(b) Yes, Sir, a multi-storeyed building is under construction in Calcutta.

Travel in Air-Conditioned Coaches by Government Officers

1286. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state

(a) whether it is a fact that Government officers are allowed to travel in Air-conditioned coaches by paying extra fare of 3 pies per mile over 1st Class fare,

(b) if so, whether the amount of extra fare is received from the departments concerned, and

(c) if not, the total amount of loss suffered by Railways during 1957-58 and 1958-59 so far?

The Deputy Minister of Railways (Shri Shah Nawaz Khan). (a) and (b) The facility of travelling by Air-conditioned class is at present admissible to the under mentioned categories of Government Officers (other than Railway Officers who are governed by Railway Pass Rules).—

(i) Officers drawing a pay of Rs 3,000 p.m. and above (if they are on old rates of pay), or drawing a pay of Rs 2,250/- p.m. and above (if on the revised rates of pay), are allowed the facility of travel at public expense by taking a single seat/berth in Air-conditioned coaches. In the case of all such officers, a specific sanction is issued allowing the concession in individual cases

(ii) Officers who are in receipt of pay of Rs 1600/- p.m. and above, but below the limits stated in (i) above can travel by taking a single seat/berth in Air-conditioned class coach

on payment of 3 pies per mile from their own pocket when travelling by rail on duty. A recovery of 3 pies per mile is made from them for such journeys. While travelling by Air-conditioned class, these officers are required to purchase the necessary Air-conditioned class ticket by paying the full Air-conditioned class fares in cash to Railway authorities in the same way as the members of the general public. A recovery of 3 pies per mile on account of such travel is, however, made from them through their travelling allowance bills.

There is, therefore, no question of the amount of extra fare being recovered by Railways from the Ministries/Departments concerned.

(c) Question does not arise

Ticketless Travelling

1287. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to state—

(a) whether it is a fact that ticketless travelling is increasing between Delhi and Rewari

(b) if so, the nature of steps proposed to be taken to check ticketless travelling

(c) the number of persons found travelling without tickets during 1958,

(d) the total amount recovered from them during 1958,

(e) whether it is also a fact that Ticket Examiners were sometimes attacked while checking tickets of passengers, and

(f) if so, the details of such cases during 1958?

The Deputy Minister of Railways (Shri Shah Nawaz Khan). A statement giving the information is placed on the Table [See Appendix III, annexure No 18]

Development Programmes

1253. **Shri Ram Krishan Gupta:** Will the Minister of Transport and Communications be pleased to state

(a) whether it is a fact that his Ministry has recently applied cut to the development programmes due to foreign exchange difficulties;

(c)

(b) if so, to what extent; and

(c) the names of the important schemes affected by this cut?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) Rs 1025.84 lakhs.

STATEMENT

S. No.	Name of the Scheme	Cut imposed (Rs. lakhs)	Remarks
<i>Department of Transport</i>			
1.	Development of Cochin Port.	122.39	The Hindustan Shipyard have recently reiterated their proposal for their programme for extension of jetty, which was not sanctioned due to foreign exchange difficulties. This is under consideration and if the proposal for the extension of jetty at a cost of Rs. 25.00 lakhs is approved the cut will be reduced to Rs. 18.94 lakhs.
2.	Development of Kandla Port Project.	31.00	
3.	Dredger-cum-survey Launch Pool.	59.00	
4.	Acquisition of a Light-house tender.	77.00	
5.	Hindustan Shipyard Development Programme.	35.94	
6.	Dry Dock Project.	205.67	The project was postponed in 1957 till the foreign exchange position eased. The question of revival of this project is under consideration at present.
<i>Department of communications and Civil Aviation</i>			
7.	Phases III and IV of the Coaxial Cable Project (laying of Coaxial Cable from Agra to Bombay)	370.00	
8.	Works at Aerodromes	33.32	
9.	Aeronautical Communications Service	29.49	
10.	Research and Development in Civil Aviation.	8.03	
11.	Development of Kodaikanal Observatory.	11.00	
12.	Establishment of a Central Astronomical Observatory.	20.00	
13.	Establishment of Naval Observatory and Time Signal Service.	9.00	
14.	Development of Overseas Communications Service	14.00	
TOTAL		1025.84	

Jute Production in Bihar

1289 Shri Rameshwar Tanti: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the jute crop in Bihar in the year 1958-59 exceeded that of the previous year, and

(b) whether on account of large jute crop the prices of jute received by the growers are much below than the previous season?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes, Sir

(b) Yes, Sir

Jute

1290. Shri Rameshwar Tanti. Will the Minister of Food and Agriculture be pleased to state the efforts being made to improve the quality of low quality jute in India?

The Minister of Food and Agriculture (Shri A. P. Jain). The following measures recommended by the Expert Committee on quality of jute in its report in 1953, have been taken to improve the quality of jute grown in the country —

- (1) Construction of more new retting tanks and renovation of old ones
- (2) Establishment of jute seed multiplication farms in the jute growing States of West Bengal, Assam, Bihar, UP and Orissa with a view to supplying improved varieties of seed to the jute growers
- (3) A Central Nucleus Jute Seed Multiplication Farm with a production capacity of about 450 maunds has been set up at Pannagarh in West Bengal for multiplying improved seeds for supply to the jute growing States for further multiplication in the State Farms
- (4) Supply of 1000 each of seed drills and wheel hoes free of

cost to the State Governments for introduction of improved cultural practices such as line-sowing

- (5) Adoption of plant protection measures, and
- (6) Training of jute Development Staff in improved methods of jute cultivation

Booking of Power-loom Cloth as Hand-loom Cloth

1291 Pandit D. N. Tiwary. Will the Minister of Railways be pleased to state

(a) whether it is a fact that some merchants of Amritsar were cheating Railways by labelling power-loom cloth as hand-loom cloth for which concession in freight rate is allowed,

(b) whether any case has been instituted against them, and

(c) the amount involved in the matter?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No such case has come to the notice of the Railway Administration

(b) and (c) Do not arise

P & T. Volunteers

1292. { Shri S. M. Banerjee
Shri Tangamani
Shri A. K. Gopalan

Will the Minister of Transport and Communications be pleased to state

(a) whether Posts and Telegraphs Unions have represented against giving any preference to the volunteers who served the department during the threatened strike in August 1957 and

(b) if so, the reaction of Government thereto?

The Minister of Transport and Communications (Shri S. K. Patil): (a) Yes The National Federation of

P. & T. Employees represented against the grant of certain concessions to volunteers.

(b) Government did not find justification to withdraw the concessions.

P. & T. Standing Committee

1293. Shri S. M. Banerjee: Will the Minister of Transport and Communications be pleased to state:

(a) the number of meetings held by the Posts and Telegraphs Standing Committee so far since its formation,

(b) the number of items discussed, and

(c) the items where agreements were reached?

The Minister of Transport and Communications (Shri S. K. Patil):

(a) Five

(b) 190

(c) No question of agreement arises as this arrangement has been made to follow up the implementation of the decisions reached at the interviews granted by the Minister and the Director-General to the National Federation of P. & T. Employees and its federated Unions.

Food Situation in Eastern U.P.

1294. Shri S. M. Banerjee: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains to be supplied by Centre to the eastern districts of U.P. during 1959; and

(b) the price at which foodgrains are sold through the fair price shops?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Supplies of foodgrains are not made by the Centre separately for the eastern districts of U.P. Foodgrains are supplied for the State as a whole on the basis of its overall requirements. No quota as such has been fixed for U.P. for 1959. The requirements of different States are reviewed from time to

time and supplies are arranged keeping in view the needs of each State and the availability of stocks.

(b) The prices at which foodgrains are sold through fair price shops are as under:

	Seers	Chataks	
Rice	2	5*	to a rupee
Wheat	2	10	"
Milo	3	8	"
Maize	3	4	"

*In Kaval towns rice is issued at the rate of 2 seers 6 chataks to a rupee.

बन्दीसी स्टेशन पर गाड़ियों का बिलम्ब से पहुंचना

१२६५. श्री प्रकाश वीर शास्त्री: क्या रेलवे मंत्री यह बताते कि कृपा करेंगे कि :

(क) सिगनल की दोषपूर्ण अन्तर्पक्ष प्रणाली के कारण दिसम्बर, १९५८ में बन्दीसी स्टेशन पर गाड़ियां कितने दिन बिलम्ब से पहुंची;

(ख) क्या इस प्रणाली को प्रयोग में लाने से पहले इसकी पूर्ण जांच की गई थी;

(ग) यदि हा, तो इस दोष के इतनी देर तक बने रहने के क्या कारण हैं; और

(घ) इसके लिये उत्तरदायी अधिकारियों के विरुद्ध क्या कार्यवाही की गई ?

रेलवे उपमन्त्री (श्री शाहनवाज खां):

(क) बन्दीसी स्टेशन पर अन्तर्पक्ष-व्यवस्था (Interlocking) शुरू करने के दौरान में वहां १२ दिन कुछ गाड़ियां देर से पहुंची। इससे पहले इस स्टेशन पर अन्तर्पक्ष की कोई भी व्यवस्था नहीं थी।

(ख) जी, हा।

(ग) कोई खराबी नहीं थी, केवल अन्तर्पक्ष-व्यवस्था शुरू करने का काम हो

रहा था। नये सिगनल, कांटे, सम्मुख कांटों के पाथ (facing point locks), बिजली के स्टाट, मार्ग-परिपथ (track circuits) और नियंत्रण के दूसरे उपस्कर लगाये जा रहे थे और उन्हें चालू कर के आज़माया जा रहा था। अन्तर्पाथ के लिए दो बड़े कैबिन बनाने थे जिनमें से एक में ४६ और दूसरे में ५६ लीवरो की व्यवस्था करनी थी। यह बड़ा काम था, इसलिए इसे चालू करने में कई दिन लग गये। सिगनल और अन्तर्पाथ की नया व्यवस्था चालू हो गयी है और अत्र सन्तोषजनक ढंग से काम कर रही है।

(घ) सवाल नहीं उठता।

इलाहाबाद-अम्बाला पैसेंजर

१२६६. श्री प्रकाश और शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि .

(क) १ अगस्त और ३० नवम्बर, १९५८ के बीच मुरादाबाद स्टेशन पर इलाहाबाद-अम्बाला पैसेंजर और १ ए-सी-एम गाड़ी का कितनी बार मेल नहीं हो सका; और

(ख) इस सम्बन्ध में क्या कार्यवाही की गई है ?

रेलवे उपमन्त्री (श्री शाहनवाज़ खां) :

(क) ५१.

(ख) इस बात की पूरी कोशिश की जा रही है कि इन गाड़ियों का मेल होता रहे।

उत्तर प्रदेश में सिंचाई योजनाएँ

१२६७. श्री भक्त वंशज : क्या साख तथा कृषि मंत्री ४ दिसम्बर, १९५८ के तारांकित प्रश्न संख्या ५६७ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) उत्तर प्रदेश सरकार को छोटी छोटी सिंचाई योजनाओं के लिये १९५८-५९ के वित्तीय वर्ष में १ करोड़ १० लाख रुपये का जो अनुदान दिया गया था, उसकी सहायता से कौन-कौन सी सिंचाई योजनाएँ पूरी की गयीं ;

(ख) १९५९-६० के वित्तीय वर्ष के लिये इस मद में उत्तर प्रदेश सरकार को कितनी धन राशि दी जा रही है ; और

(ग) उक्त धन राशि से किन-किन सिंचाई योजनाओं को पूरा किया जायेगा ?

साख और कृषि मंत्री (श्री भ० प्र० जैन) : (क) इस अतिरिक्त एलोकेशन के द्वारा किन्हीं विशेष योजनाओं के पूरे होने की विशेष जानकारी देना मुमकिन नहीं है। उन छोटी सिंचाई योजनाओं का विवरण नं० १ पटल पर रख दिया गया है जो कि राज्य सरकार द्वारा भेजी रिपोर्ट के अनुसार १९५८-५९ में पूरी हो चुकी है और जिनके पूरे होने की आशा है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या १६]

(ख) सन् १९५९-६० में समस्त छोटी सिंचाई योजनाओं के लिये कुल उपबन्ध २७६.७० लाख रुपये का किया गया है।

(ग) पूछी हुई जानकारी विवरण नं० २ में दी गई है जो सभा-पटल पर रख दिया गया है। [देखिये परिशिष्ट ३, अनुबन्ध संख्या १६]

Platform Guides

1298. { Shri Nagi Reddy:
Shrimati Parvathi Krishnan:

Will the Minister of Railways be pleased to state:

(a) whether there is any proposal under consideration to abolish the platform guides at major stations; and

(b) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No.

(b) Does not arise.

हिन्दुस्तान स्टील लिमिटेड से विलम्ब-
शुल्क की वसूली

१२६६. श्री कुशबन्त राय : क्या
रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे ने
हिन्दुस्तान स्टील (प्राइवेट) लिमिटेड को
२ लाख रुपये के विलम्ब शुल्क (डेमरेज)
की वसूली के लिये बिल भेजा है ;

(ख) क्या कम्पनी ने इस बिल का
भुगतान कर दिया है ; और

(ग) यदि नहीं, तो इसके क्या कारण
हैं ?

रेलवे उपमन्त्री (श्री स० व० राम-
स्वामी) : (क) से (ग) लगभग १६.३
लाख रुपये के बिल हिन्दुस्तान स्टील (प्राइ-
वेट) लिमिटेड को भेजे गये हैं, जिनमें
से फर्म ने लगभग ६.३० लाख रुपये का
भुगतान कर दिया है।

बकाया रकम की वसूली के लिये कार्र-
वाई की जा रही है।

P. & T Building at Chiplun

1300. **Shri Assar:** Will the Minister
of Transport and Communications be
pleased to state

(a) whether the scheme to con-
struct a building for the Departmental
Telegraph and Post Office at Chiplun
(District Ratnagiri, Bombay State)
has been sanctioned;

(b) whether land has been acquir-
ed; and

(c) if so, when the construction
work is expected to start?

**The Minister of Transport and
Communications (Shri S. K. Patil):**
(a) No.

(b) Land acquisition proceedings
have been started.

(c) After the site is acquired and
the usual preliminaries like prepara-
tion of estimates, accordance of sanc-
tion, calling for tenders are completed.
These take time.

**Staff of All India Institute of Medical
Sciences**

1301. { **Shri V. P. Nayar:**
 Shri Easwara Iyer:

Will the Minister of Health be
pleased to state:

(a) whether Government of India
have enquired into the question whe-
ther the staff engaged by the All
India Institute of Medical Sciences
have requisite post-graduate teaching
experience in the concerned subject;
and

(b) if so, what is the result of such
enquiry?

**The Minister of Health (Shri Kar-
markar):** (a) and (b) The teaching
staff engaged by the All India Institute
of Medical Sciences possess the re-
quisite post-graduate qualifications and
teaching and/or research experience
in the concerned subjects

Minor Irrigation in Eastern U.P.

1302 { **Shri Jagdish Awasthi:**
 Shri S. M. Banerjee:

Will the Minister of Food and
Agriculture be pleased to state whe-
ther any aid has been given to the
State Government for repairing the
existing tanks in the Eastern Dis-
tricts of U.P. for minor irrigation?

**The Minister of Food and Agricul-
ture (Shri A. P. Jain):** The required
information is being collected and
will be placed on the Table of the
Lok Sabha in due course

Overbridge at Kharagpur Station

1303. **Shrimati Renu Chakravarty:**
Will the Minister of Railways be
pleased to state:

(a) whether the question of build-
ing an overbridge at Kharagpur Rail-
way Station has been finalised;

(b) whether the railway yard is heavily congested with trains leading to hold-up of traffic for long hours; and

(c) the reasons for not giving priority to this work?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) No. Sir.

(b) and (c). The railway yard at Kharagpur is no doubt a busy one and some detention is caused to traffic at this level crossing. As it is proposed to carry out material alterations to the yard, it is not possible to finalise the proposal of a road overbridge at this stage. Besides this, a road over-bridge at this site would be very costly as a number of lines will have to be crossed. Already there is one over-bridge about a quarter mile on the west side of this level crossing and a road underbridge at the east end of the railway yard and, therefore, provision of an additional over-bridge in replacement of the level crossing, referred to above, at a high cost does not seem to be justified.

दिल्ली में मछली पालन

१३०४. श्री नवल प्रभाकर : क्या साख तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली क्षेत्र में मछली पालन के लिये किये गये प्रयत्नों का व्यौरा क्या है ;

(ख) कितने तालाबों में यह योजना प्रारम्भ की गयी है ; और

(ग) क्या इस योजना के विस्तार के लिये कोई प्रस्ताव है ?

साख और कृषि मंत्री (श्री अ० प्र० जैन) : (क) (१) मछलियों को रखने के लिये उपयुक्त टैंकों का चुनाव और अड़े इकट्ठा करने के

क्षेत्रों का पता लगाने के लिये सूखम सर्वे किया गया है ।

(२) नदी और बाढ़ के पानी से लाभदायक नसल की मछलियों के अड़े इकट्ठे किये जाते हैं और गांवों के टैंकों में उनका स्टॉक रखा जाता है ।

(३) मछली सम्बर्धन को लोकप्रिय बनाने के लिये विस्तार के तरीके प्रयोग में लाये जाते हैं ।

(४) नदी में मछली का स्टॉक स्थापित होने के लिये संरक्षण के उपाय किये जाते हैं ।

(५) मछली सम्बर्धन के लिये गांवों के टैंकों को सुधारने के विचार से ५० प्रतिशत की सहायता दी जाती है ।

(६) मछली पालने के लिये दलदल के क्षेत्रों को सुधारने के लिये उपाय किये जाते हैं ।

(ख) प्रति वर्ष बड़ी किस्म की मछलियों के फ्राइ और फिंगर-लिंग के साथ ६८ टैंक भर लिये जाते हैं ।

(ग) अभी नहीं ।

Late Running of Trains on Southern Railway

1305. { Shri Agadi:
Shri Siddananjappa.

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some trains on the 27th November, 1958 were running late at all the important stations between Hubli and Guntakal on the Southern Railway; and the passengers of these trains were put to inconvenience;

(b) whether it is also a fact that late running of these trains was due

to the running of a special train of a high Railway official; and

(c) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c) On 27th November, 1958 No 241 Up Sholapur-Hubli Passenger was detained at Gadag Station for 60 minutes and left Gadag at 11 25 hours or 65 minutes late. The detention was caused due to an Inspection Special of the General Manager, Southern Railway and the Government Inspector of Railways ahead on the section inspecting a bridge between Halkoti and Gadag and for checking the equipment of the Guard of No 241 Up after arrival of the Inspection Special at Gadag. The late running of No 241 Up affected No 224 Dn Hubli-Mysore Passenger on the Halkoti-Gadag section. The train, however, arrived at Hubli at right time. On the same day No 223 Up Mysore-Hubli Passenger arrived at Hospet 40 minutes late due to other causes but reached Hubli at right time.

Orissa Foodgrains Control Order

1306. Shri Panigrahi: Will the Minister of Food and Agriculture be pleased to state

(a) whether Government of Orissa has issued an order called "Orissa Foodgrains Control Order" with a view to introduce State Trading in foodgrains,

(b) whether the Director of Food Supplies in Orissa has issued licences to dealers in foodgrains, and

(c) if so, the total quantity of food grains purchased so far in Orissa after the introduction of State Trading in foodgrains?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Orissa Government have issued the Orissa Foodgrains Control Order, 1958, with a view to licensing the wholesale dealers in the State

(b) Licences to dealers in foodgrains have been issued by the Collectors of Districts under the powers delegated to them by the Director of Food Supplies

(c) About 70,000 tons have been purchased on State Government account since it has started making purchases this season

Recognition of Unions

1307. Shri Ram Krishan Gupta: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 436 on the 1st December, 1958 and state the nature of the decisions taken for the implementation of decisions of the 15th and 16th sessions of the Indian Labour Conference held in July, 1957 and May, 1958 regarding recognition of Unions?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The matter is still under examination in consultation with the Ministry of Labour and Employment

Cold Wave in India

**1308. { Shri Raghunath Singh
Pandit D. N. Tiwary }**

Will the Minister of Health be pleased to state the number of people in India who have been reported to have died of cold wave during the month of December, 1958 and January 1959 (State-wise)?

The Minister of Health (Shri Kar-markar): The information is being collected from the States and will be laid on the Table of the Lok Sabha in due course

Collision near Gaya Station

1309. Shri Raghunath Singh: Will the Minister of Railways be pleased to state

(a) whether it is a fact that the Delhi-bound Sealdah Express collided with an engine near the signal

at Gaya Station on the night of the 11th January, 1959, and

(b) if so, causes of the accident'

The Deputy Minister of Railways (Shri S V. Ramaswamy). (a) No

(b) Does not arise

Train Services for Bolpur

1310. Shri Subiman Ghose Will the Minister of Railways be pleased to state:

(a) what was the number of passengers (inward and outward) at the Bolpur Station, Eastern Railway each day from 21st to 25th December, 1958,

(b) whether there was any special train besides the usual trains running up and down from this station,

(c) if not, the reasons therefor,

(d) whether Government was not aware that each year during this convocation and Pous mela, there is heavy rush of passengers,

(e) whether some more additional bogies were attached to this usual train that runs up and down from this station,

(f) if so, the capacity for carrying passengers in these bogies,

(g) whether Government was aware that passengers suffered much for want of trains in these days, and

(h) if so the action proposed to be taken in the matter?

The Deputy Minister of Railways (Shri Shahnawaz Khan). (a) The information is given below

Date	Inward	Outward
21-12-58	1730	1073
22-12-58	2932	1009
23-12-58	5853	2864
24-12-58	7620	5611
25-12-58	1672	7292

373 LSD-4

(p) No

(c) As arrangements were made to clear the extra traffic by augmenting the loads of the sectional trains, it was not considered necessary to run special trains

(d) Yes

(e) and (f) Two extra composite 1st and 3rd Class bogies were attached to trains numbers 329 Up/330 Dn. Howrah Kiul Passengers from 22nd to 25th December, 1958 between Howrah and Sahibganj. Further, the loads of trains numbers 44 Dn and 338 Dn were augmented by one 3rd class bogie each on 24th and 25th December 1958 from Bolpur to Calcutta. The carrying capacity of the composite carriages attached to 329 Up/330 Dn was 29 first class and 83 third class seats and of those attached to 44 Dn and 338 Dn was 76 seats each

(g) No complaint has been received in this regard

(h) Train services on the section will be augmented by attaching extra-carriages to clear the extra rush of passengers as feasible, and as the traffic offering may warrant. Should the need arise, running of special trains will also be considered

Railway Siding for Tandur Collieries

1311. { Shri D V Rao
Shri Nagi Reddy

Will the Minister of Railways be pleased to state

(a) whether Singareni Collieries Company have paid any amount to the Railway towards preliminary survey charges for a Railway siding for the Kalyan-Khan of Tandur Collieries, and

(b) if so, whether the preliminary survey has been completed?

The Deputy Minister of Railways (Shri S V Ramaswamy) (a) and (b) Yes, Sir

Warehouses in Andhra Pradesh

1312. { Shri Nagi Reddy:
Shri Ramam:

Will the Minister of Food and Agriculture be pleased to state the amount sanctioned for the establishment of the Central warehouses in Andhra Pradesh during 1959-60?

The Minister of Food and Agriculture (Shri A. P. Jain): No specific amount has been earmarked for the year 1959-60 for establishment of Central Warehouses in Andhra Pradesh.

Auxiliary Nurses in Tripura

1313. Shri Bangshi Thakur: Will the Minister of Health be pleased to state:

(a) whether it is a fact that the Auxiliary Nurses of Tripura are not allowed to enjoy the Washing Allowance; and

(b) if so, the reasons therefor?

The Minister of Health (Shri Kar-markar): (a) Washing allowance is at present not admissible to Auxiliary Nurses of Tripura.

(b) The washing allowance is not paid because when the pay scales were sanctioned the Auxiliary Nurses were equated with 'Dais' to whom such allowance is not admissible. A proposal for revising the scale of pay allowed to the Auxiliary Nurses and also for payment of certain allowances including Dhobi allowance is at present under consideration.

पंचायतें

१३१४. श्री वप देव : क्या सा त्वादि विकास और सङ्कार मंत्री यह बताने की कृपा करेंगे कि :

(क) पंचायतों को जनसाधारण में लोकप्रिय बनाने के लिये हिमाचल प्रदेश

प्रशासन ने क्या क्या साधन अपनाये हैं ; और

(ख) कार्यकर्ताओं और पंचायत अधिकारियों के पथ-प्रदर्शन के लिये क्या कोई साहित्य प्रकाशित किया गया है ?

सा त्वादि विकास मंत्री के सभा-सचिव (श्री व० स० मूर्ति) : (क) पंचायतें यदि नागरिक सुविधाओं के सम्बन्ध में अपनी कानूनी जिम्मेदारियाँ भली प्रकार से निभाएँ तो इससे उन्हें अपने इलाकों में लोकप्रिय बनने में बड़ी सहायता मिलती है। इस उद्देश्य से नीचे दिए हुए कदम उठाए गए हैं :

१. पंचायत सम्मेलन व पंचायत सदस्यों के लिये प्रशिक्षण शिविरों का संगठन।
२. अनाज, मकान बनाने वाली लकड़ी व दूसरी नियंत्रित वस्तुओं को बाटने के लिये पंचायतों को देख-भाल करने के अधिकार सौंपना।
३. विभागों के अधिकारियों व अधिकारियों को ऐसा आदेश दिया गया है कि वह पंचायत की मांगों व मिफारिशों का उचित आदर करे।
४. पंचायतों को अनुदान देना जिससे वह निर्माण व अन्य लोक-कल्याण प्रवृत्तियों के लिये उपकरण आदि खरीद सकें।
५. पंचायत पुस्तकालयों के लिये कीमत के बिना पुस्तकें देना।
६. पंचायतों को तहसील, जिला और राज्य के स्तर पर सामाजिक सेवाओं के लिए इनाम देना और साथ-साथ हर एक पंचायत में सब से अच्छे समाज सेवक को भी इनाम देना।

(ख) जी हां, पंचायत पर एक पुस्तिका और पंचायत राज्य पर और न्याय पंचायतों पर कुछ छोटी छोटी किताबें छापी गई हैं ।

हिमाचल प्रदेश में पंचायतें

१३१५. श्री पद्म देव : क्या सामुदायिक विकास और सहकार मंत्री यह बताने की कृपा करेंगे कि

(क) बलवन्तराय मेहता समिति के अनुसार हिमाचल प्रदेश में पंचायतों का क्या अधिकार दिये गये हैं ,

(ख) पंचायतों के कार्य की प्रगति आकने के लिये क्या कोई समिति नियुक्त की गई है अथवा की जाने वाली है ; और

(ग) मेहता समिति के किन-किन सुझावों को राज्य प्रशासन ने हिमाचल प्रदेश में कार्यान्वित करने के लिये स्वीकार किया है ?

सामुदायिक विकास मंत्री के सभा-सचिव (श्री ब० ल० मूर्ति) : (क) हिमाचल प्रदेश प्रशासन के राज्य योजना मंत्रणा मण्डल ने बलवन्तराय मेहता समिति की लोकतंत्रीय विकेन्द्रीकरण सम्बन्धी सिफारिशों पर स्थानीय अवस्थाओं के अनुकूल विचार व त्रियान्वित करने के लिए एक उप समिति बनाई है । इस समिति की रिपोर्ट आने पर अगला कदम उठाया जायेगा ।

(ख) नहीं ।

(ग) नहीं उठता ।

हिमाचल प्रदेश में उपजाऊ भूमि

१३१६. श्री पद्म देव : क्या साह्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या उनको पता है कि हिमाचल प्रदेश की नदियों के किनारे उपजाऊ भूमि के बड़े-बड़े खण्ड सिंचाई की सुविधा न होने के कारण उजाड़ पड़े हैं ;

(ख) क्या उनको यह भी विदित है कि इन की सिंचाई के लिये लिफ्ट द्वारा ही इन नदियों का पानी प्रयोग में लाया जा सकता है ; और

(ग) क्या इन भूमि खण्डों को प्रयोग में लाने की कोई योजना केन्द्रीय सरकार के विचागधीन है ?

साह्य और कृषि मंत्री (श्री ब० प्र० जैन) :

(क) और (ख) अभी तक नदियों के किनारों में साथ उपलब्ध जमीनों का सर्वे नहीं किया गया है । जब नदियों में बाढ़ आती है तब अक्सर ये जमीनें कितने ही फुट पानी में होती हैं और इसलिये खेती के लिये इस्तेमाल नहीं की जा सकती हैं । आमतौर पर, पहाड़ी क्षेत्र में, नदी के किनारे जमीन के भीड़े भीड़े टुकड़े हो जाते हैं, जहाँ पर अधिकांश प्रसर्गों में लिफ्ट सिंचाई आर्थिक दृष्टि से ठीक नहीं होगी ।

(ग) नई सिंचाई योजनाओं के लिये खोज की जा रही है और यदि परिस्थितियाँ ठीक हुईं तो लिफ्ट सिंचाई की सम्भावना पर विचार किया जायेगा ।

हिमाचल प्रदेश को राज्य सहकारी विकास निधि

१३१७. श्री पद्म देव : क्या सामुदायिक विकास और सहकार मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश की राज्य सहकारी विकास निधि और सहायता तथा प्रतिभूति निधि में किन्ना रुपया इकट्ठा हो चुका है ,

(ख) इस निधि का उपयोग किस प्रकार किया जायेगा , और

(ग) इस में राज्य की ओर से क्या अंशदान होगा ?

सांख्यिक विकास मंत्री के सहायक (श्री व० स० मूर्ति): (क) कुछ नहीं।

(ख) व (ग) उठते ही नहीं।

Cattle Improvement Act

1818. Shri Padam Dev: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Cattle Improvement Act has been enforced in Himachal Pradesh; and

(b) the steps taken under this Act in different parts of the Territory?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) No

(b) Does not arise.

हिमाचल प्रदेश में ड्राउट मछली फार्म

१३१६. श्री पद्म देव: क्या साख्यिक मंत्री यह बताने की कृपा करेंगे कि

(क) ड्राउट फार्म वरोट (जिला मण्डी, हिमाचल प्रदेश) में अब तक क्या प्रगति हुई है, और

(ख) यह योजना कब तक पूर्ण हो जायेगी?

साख्यिक मंत्री (श्री व० स० मूर्ति):

(क) फार्म बनाया जा रहा है। १९५८-५९ में समस्त स्वीकृत निधि के इस्तेमाल किये जाने की आशा है।

(ख) १९५६-६० में।

Goat Breeding in Himachal Pradesh

1820 Shri Padam Dev: Will the Minister of Food and Agriculture be pleased to state:

(a) the names of the places in Himachal Pradesh where goat breeding scheme has been introduced,

(b) the outline of the above mentioned scheme; and

(c) the progress made so far in the scheme?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The scheme for research in developing strains of goats for Mohair production in Himachal Pradesh has been located at Kothipura (Bilaspur District).

(b) Under the scheme it is proposed.

(i) to evolve underhill conditions of Himachal Pradesh a strain of Angora goat, suitable to local environment by crossing the long-haired Himalayan hill goats with the imported Angora bucks, thereby combining the Mohair qualities of imported Angora with the hardiness and size of the local hill goats and fixing the desired characters of the particular cross by judicious breeding,

(ii) to undertake trials in regard to the proper handling of Mohair and its utilisation in village industry;

(iii) to undertake studies in miscellaneous problems pertaining to goat husbandry

(c) Preliminary arrangements, such as procurement of the foundation herd, recruitment of staff, plantation of ber trees etc., are being made.

हिमाचल प्रदेश के वन विभाग द्वारा निर्मित इमारतें

१३२१ श्री पद्म देव: क्या साख्यिक मंत्री यह बताने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में वन विभाग द्वारा द्वितीय पंचवर्षीय योजना के अन्तर्गत कितनी इमारतें बनाई गई हैं, और

(ख) क्या यह सच है कि विभाग के कर्मचारी यदा-कदा ही वहां ठहरते हैं जिसके परिणामस्वरूप जंगलों में बने बहुत से मकान टूट-फूट रहे हैं?

काब और कुमि मंत्री (श्री छ० प्र०
बेल) : (क) १०७ इमारतें बनाई गई हैं
और २८ इमारतें बन रही हैं।

(ख) जी नहीं।

Irrigation Projects

1322. Shri Jadhav: Will the Minister of Irrigation and Power be pleased to state:

(a) the criterion for deciding whether the major, medium and minor Irrigation Project is economical,

(b) whether this criterion is strictly adhered to in all the cases,

(c) if not, in which cases exception is made; and

(d) the number of such cases (State-wise)?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) In the case of major or medium irrigation projects, the return from it at the end of ten years after its completion should be more than the interest on the capital cost of the project. At present the percentage return for deciding whether the project is productive or unproductive is 4½ per cent. As far as minor irrigation is concerned, a scheme which yields a return of 4½ per cent. or more per annum after taking into account the maintenance and working expenses would be considered economical.

(b) No, Sir

(c) The exception is made when the project is intended to serve scarcity areas and under-developed regions

(d) The number of such cases, so far as major and medium irrigation projects in the second Plan are concerned is given below:

State	Number
Andhra Pradesh	7
Bihar	3

Bombay	12
Kerala	3
Madhya Pradesh	2
Madras	3
Mysore	6
Orissa	1
Punjab	1
Rajasthan	5
Uttar Pradesh	5
TOTAL	48

Similar information in respect of minor irrigation projects is not available.

Supply of Wheat to U.P.

1323. Shri Mohan Swarup: Will the Minister of Food and Agriculture be pleased to state:

(a) quantity of wheat supplied to U.P. during the year 1957-58 and from April to December 1958; and

(b) the number of fair price shops opened in U.P. during the period and whether the working of these shops was satisfactory?

The Minister of Food and Agriculture (Shri A. P. Jain): (a)

(In '000 Tons)

1957-58	
(April 1957 to March '58)	253
April to December, 1958	408

(b) On 31st August, 1957, 2135 shops were functioning in U.P. State. The number increased to 4082 on 31st December, 1958 and to 4658 on 21st February, 1959. The working of these fair price shops is on the whole satisfactory

Bridge at Ghasipur

1324. { Shri Kalika Singh:
Shri Sarju Pandey:

Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to construct a bridge on the river Ganga at Ghazipur in Eastern U.P.;

(b) if so, the details thereof,

(c) what is the distance in mileage between Ghazipur and Akbarpur on Northern Railway by straight route through Azamgarh as compared to the existing rail-route distance between Dildarnagar (E.R.) and Akbarpur (N.R.); and

(d) whether the Railway Board has any proposal to relieve bottleneck at Moghalsarai Junction by diverting the traffic from Dildarnagar across Ganga river via Azamgarh and Akbarpur after constructing a new broad gauge Railway line

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) and (b). A reconnaissance recently carried out has shown that the site is suitable for a bridge. Details will, however, be available only after further investigations of river conditions and behaviour are completed

(c) The distance between Ghazipur and Akbarpur on the Northern Railway via Phepna, Azamgarh and Shahganj is 161 miles. The existing rail route distance between Dildarnagar and Akbarpur by broad gauge is 131 miles.

(d) The limitation of funds in the Second Plan Period does not permit consideration of any further proposals for bridging of major rivers and construction of the connecting rail links

T.B Clinics

1325 Shri E. Madhusudan Rao: Will the Minister of Health be pleased to state:

(a) the number of T.B Clinics provided for in the Second Five Year Plan which have started functioning in different States;

(b) the States which have failed to provide suitable arrangements for installing the available equipment, and

(c) the measures Government propose to take to quicken the pace of progress?

The Minister of Health (Shri Karmarkar): (a) The Central Government have supplied X-ray and Laboratory equipment to 60 T.B. Clinics in the various States and out of them 35 clinics are functioning.

(b) X-ray and Laboratory equipment have not been installed in 25 T.B. Clinics as shown below:

State/Union Territory	Place
Bombay	1. Limbdi. 2. Bhavnagar 3. Junagarh
Punjab	4. Sangrur 5. Nabha 6. Ambala 7. Ludhiana
Madhya Pradesh	8. Bhopal
Rajasthan	9. Bharatpur
Madras	10. Salem
Bihar	11. Jamshedpur 12. Dhanbad 13. Gaya 14. Hazaribagh 15. Muzaffarpur 16. Bettiah. 17. Saharsa.
West Bengal	18. Cooch-Behar 19. Suri 20. Burdwan.
Andhra Pradesh	21. Kurnool 22. Nizamabad
Mysore	23. Gulbarga 24. Ghataprabha.
Assam	25. Tezpur

(c) The State Governments concerned have already taken necessary steps to expedite the provision of accommodation, electric power and staff so that the T.B. Clinics mentioned in part (b) above may start functioning as early as possible.

Fishery Training Institute

1326. { Shri K. Madhusudan Rao:
Shri Assar:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 2035 on the 15th September, 1958 and state:

(a) whether Government have decided the location of the Fishery Training Institute; and

(b) if so, what are the details?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Not yet.

(b) Does not arise

Research on Apricots

1327. Shri Pangarkar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any research is being conducted with apricots for utilising them for food and drinks, and

(b) if so, with what results?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The information is being collected and a statement will be laid on the Table of the Lok Sabha

Payment of House Rent by Station Masters

1328. Shri Vajpayee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the station masters and assistant station masters have to pay 10 per cent of their monthly salary as house rent,

(b) whether it is compulsory for them to reside in such rented accommodation, and

(c) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) If provided with Railway accommodation, they have to pay the assessed rent

of the quarter or 10 per cent. of their emoluments, whichever is less.

(b) and (c). Yes, if the quarters are built for them and allotted to the post.

Films for Development of Fishing

1329. Shri Assar: Will the Minister of Food and Agriculture be pleased to state.

(a) whether Government of India have received any films on the development of fishing or for the training of modern mechanised fishing,

(b) if so, the places where these films are being shown and to whom these are shown,

(c) whether it is a fact that these films are not shown to the fishermen of Ratnagiri and Kolaba district in Bombay State, and

(d) if so, the reasons thereof?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Yes.

(b) These films have been distributed to the Central Stations at Mandapam, Calcutta, Bombay and Cochin and to the various Fisheries Extension Units at Calcutta, Mandapam, Delhi, Hyderabad, Bangalore, Allahabad, Bhopal, Gauhati and Patna. These films are being exhibited to Fishermen, Fish culturists, trainees and members of NES. blocks and village level workers from time to time by these organisations or by State Fisheries Departments

(c) and (d) No film has been shown to the fishermen of Ratnagiri and Kolaba district so far, but these can be shown to the fishermen by the Fisheries Department of the State Government after obtaining them on loan from the different Central Stations/Units.

Damodar Valley Corporation

1330. Shri Subiman Ghose: Will the Minister of Irrigation and Power be pleased to state:

(a) whether there was any proposal to construct a Pontoon Bridge on D.V.C. Navigation Canal at the point of cutting the Rasulpur Chanchai Road, P. S. Memari, District Burdwan (West Bengal) by the 20th June, 1958;

(b) if so, its estimated cost;

(c) whether the work has been finished within the scheduled period:

(d) if not, the reasons therefor; and

(e) the reasons for constructing a Pontoon Bridge instead of a cart bridge?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No.

(b) to (e). Do not arise.

Bhimkund Project

**1331. { Shri P. K. Deo:
Shri B. C. Prodhan:**

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of Orissa have recommended the inclusion of Bhimkund multi-purpose river valley project in the Third Five Year Plan;

(b) whether any project report has been submitted; and

(c) if so, the action taken thereon?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The answer is in the negative.

(b) The Chief Engineer, Hirakud Dam Project, has prepared the project report on behalf of the State Government and submitted it to them for their consideration.

(c) Does not arise.

Nationalisation of Electric Supply Companies in Orissa

**1332. { Shri P. K. Deo:
Shri B. C. Prodhan:
Shri Surendranath Dwivedy:**

Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Government of Orissa have submitted a proposal to the Government of India to nationalise all the electric supply companies in Orissa which are now in Private Sector; and

(b) if so, the action taken in the matter?

The Deputy Minister of Irrigations and Power (Shri Hathi): (a) Yes.

(b) The State Government was advised that the State Electricity Boards set up under the provisions of the Electricity (Supply) Act, 1948, are competent to acquire the undertakings situated in the areas of their schemes.

Departmental Catering on G. T. Express

1333. Shri N. R. Munisamy: Will the Minister of Railways be pleased to state:

(a) whether the departmental catering on Grand Trunk Express and Madras-Delhi Janata train is running at a loss or profit; and

(b) if so, the amounts of loss or profit during 1957-58 and 1958-59 so far?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Departmental catering on Grand Trunk and Madras-Delhi Janata Express trains has been running at a loss.

(b) A statement is placed on the Table

STATEMENT

S No.	Name of train	Losses incurred in departmental catering during	
		1957-58 Rs	1958-59 Rs
1	Grand Trunk Expresses	1,53,043	1,20,000
2	Madras-Delhi Janata Expresses	16,340	32,187

NOTE—While the figures for the Madras-Delhi Janata Expresses for 1957-58 are audited figures, those pertaining to Grand Trunk Expresses for 1957-58 are un-audited. The figures for 1958-59 for both the trains are Revised Estimates

Rabi-Growing Land in Himachal Pradesh

1334 Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state the acreage of Rabi-growing land in the Union Territory of Himachal Pradesh which could not be sown due to water-logging during 1957-58?

The Minister of Food and Agriculture (Shri A. P. Jain): There is no problem of water-logging in Himachal Pradesh and as such area of land which could not be sown for this reason does not arise

Indian Anti-Locust Mission

1335 Shri Shivananjappa: Will the Minister of Food and Agriculture be pleased to state

(a) whether it is a fact that an Indian Anti-Locust Mission recently visited Saudi Arabia, and

(b) if so, the achievements to its credit in that country?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b) The first batch of the Mission, consisting of 12 officials, has just got into position in Saudi Arabia for participation in an Anti-Locust Campaign there, sponsored and co-ordinated by the FAO. The second batch consisting of another 11 officials will

reach Saudi Arabia in the middle of March, 1959. It is, therefore, too early to assess their achievements

Castor Cultivation

1336 Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state

(a) the total areas under cultivation and production of castor in each State at present,

(b) the steps taken to increase and improve castor cultivation in each State, and

(c) how far these have yielded results?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). Statement giving the requisite information is placed on the Table [See Appendix III, annexure No 20]

Ferozepur Cantonment Station

1337. Sardar Iqbal Singh Will the Minister of Railways be pleased to state the number of incoming and outgoing passengers at Ferozepur Cantonment Station, Northern Railway in 1957 and 1958?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The number of in-coming and out-going passengers at Ferozepur Cantonment station in 1957 and 1958, was as given below:

Year	In-coming	Out-going
1957	772925	876100
1958	746856	830731

Saloons for Railway Officers

1338. Sardar Iqbal Singh. Will the Minister of Railways be pleased to state

(a) the total number of saloons and bogies which are reserved for Railway Officers in different Divisions of Northern Railway, and

(b) the total number of 1st Class, 2nd Class and composite bogies on the same Divisions?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The

Carriage used by the Railway Officers are designated as Inspection Carriages. The total number of Inspection

Carriages reserved for Railway Officers in different Divisions of the Northern Railway is

Division	Number of Carriages		
	Bogies	Six-wheeler	Four-wheeler
Allahabad	1	1	14
Bikaner	4		10
Delhi	3		16
Ferozepur	4		16
Jodhpur	1	2	5
Lucknow	1		15
Moradabad	1		14
TOTAL	15	3	90

(b) The total number of 1st Class, 2nd Class and composite bogie carriages allotted as standby carriages

for replacement, periodical over-haul and other purposes on different Divisions is

Division	Total number of Carriages					
	First Class		Second Class		Composite	
	Bogie	4-wheeler	Bogie	4-wheeler	Bogie	4-wheeler
Allahabad	2				10	
Bikaner	3	23		1	10	
Delhi	22	2	6		37	
Ferozepore	6	1			24	
Jodhpur	3	23		7	10	4
Lucknow	6		2		11	
Moradabad	3	2			8	
TOTAL	45	51	8	8	110	4

National Highway No. 6

1339 Shri N. B. Maiti Will the Minister of Transport and Communications be pleased to state

(a) the progress made so far to construct National Highway No. 6 so far as it lies in Howrah and Midnapur Districts in West Bengal and in Singhbhum District in Bihar, and

(b) when the construction of each of the above sections is likely to be completed?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A statement giving the required information is

placed on the Table [See Appendix III annexure No 21]

(b) By the end of third five year plan

Sugar Export Quota

1340 Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state

(a) whether during 1958-59 all sugar factories have given their share towards sugar export quota according to Government notification; and

(b) if not, the names of sugar factories which have not given their export quota?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). The sugar year 1958-59 started on 1st November, 1958. Out of the quota of one lakh tons fixed for shipment up to 31st October, 1959, so far only 7,864 tons of sugar have been sold. No complaints have yet been received from the Export Agency of any factory having refused to give delivery of its share in the said export quota.

Grow More Food Campaign in Punjab

1341. Sardar Iqbal Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of money sanctioned to the Punjab Government for Grow More Food Campaign during 1957-58 and 1958-59;

(b) the amount utilised out of that; and

(c) the extent to which Grow More Food Campaign has succeeded there?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Central assistance sanctioned during 1957-58 and approved during 1958-59 is as under.

(Rs. in Lakhs)				
Year	Grant	Loan	Short Term Loan	
1957-58	7 67	47 99	105 00	
1958-59	30 67	134 91	120 00	

(b) The amount utilised during 1957-58 is as under:

(Rs. in Lakhs)			
Grant	Loan	Short Term Loan	
3 29	37 52	105 00	

The figures for the year 1958-59 will be available after the close of the current financial year

(c) During 1957-58 additional food production of 1,08,000 tons was obtained. Figures for the year 1958-59 will be available after the close of the current financial year. The anticipated additional food production during 1958-59 is 1,53,000 tons

Mileage of Railway Lines

1342. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state the total mileage of railway lines on different Railways?

The Deputy Minister of Railways (Shri Shahnawaz Khan): The route mileage of each Indian Government Railway as on 31st March, 1958 is furnished in Statement No 8 of the Railway Board's Annual Report—

Volume II—copies of which have already been placed in the Parliament Library

Thefts on Northern Railway

1343. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state

(a) when the Railway Protection Force was constituted on Northern Railway,

(b) the number of thefts committed on that Railway during the years 1954, 1955, 1956, 1957 and 1958, and

(c) the amount of loss caused to Railway?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) From 2nd December, 1954

(b) and (c) The required information is given below:

Year	Booked consignments		Railway property	
	No. of thefts	Amount of loss	No. of thefts	Amount of loss
1954	462	2,57,380	1676	42,837
1955	411	2,11,401	1311	49,924
1956	425	1,82,116	1171	64,321
1957	526	3,57,410	1273	96,744
1958	427	2,00,218	1522	1,72,008

Catering of Non-Vegetarian Food on Northern Railway

1344. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state

(a) whether it is a fact that in the Northern Railway, the Railway Catering Department is not paying adequate attention to Non-Vegetarian food as compared to Vegetarian food,

(b) if so, the reasons therefor, and

(c) the present turn-over (monthly) on sales of Vegetarian Restaurants and Non-Vegetarian Restaurants run by the Railway Catering Department in the Northern Railway?

The Deputy Minister of Railways (Shri Shah Nawaz Khan). (a) No

(b) Does not arise in view of the answer to part (a)

(c) A statement, giving information, for the period 1st April, 1948 to 31st December, 1958, is placed on the Table [See Appendix III, annexure No 22]

Cheap Holiday Homes for Railway Officers

1345. Sardar Iqbal Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 1692 on the 17th December, 1958 and state the progress since made in the finalisation of the scheme for providing cheap holiday homes to the officers on similar lines as have been provided for the non-gazetted staff?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The matter is still under consideration

Express Train between Delhi and Fazilka

1346. Sardar Iqbal Singh: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 1699 on the 17th December, 1958 and state the latest position with regard to the provision of an Express Train Service between Delhi and Fazilka?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): There is no change in the position already indicated. There is also no adequate traffic justification for an additional train between Delhi and Fazilka

Dharam Kot Out-Agency

1347. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state

(a) whether Government have received any representations for the re-opening of the Dharam Kot Out-Agency in Ferozepur District, and

(b) if so, the decision taken thereon?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) There was no out-agency functioning at Dharam Kot previously, nor has any representation been received for the opening of an out-agency at that place

(b) Does not arise

Delhi-Fazilka Road

1348. **Sardar Iqbal Singh:** Will the Minister of Transport and Communications be pleased to state

(a) whether the work of broadening the Delhi-Fazilka Road will be taken up during the Second Five Year Plan period,

(b) if so, when,

(c) the amount to be spent, and

(d) from which side the work will begin?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b) The Section from Delhi to Rohtak has already been widened from 12 ft to 22 ft. The work of widening the Section from Rohtak to Hissar (from 12 ft to 22 ft) and the section from Hissar to Mandi Dhabwali (from 9 ft to 12 ft) is included in the current Five-Year Plan and is likely to be taken up during the next financial year. The work of widening the section from Mandi Dhabwali to Fazilka will be considered for inclusion in the Third Plan.

(c) Rs 33 00 lakhs

(d) The work will commence from Rohtak and proceed towards Fazilka as funds permit.

Remodelling of Bhatinda Yard

1349 **Sardar Iqbal Singh:** Will the Minister of Railways be pleased to state

(a) the amount spent upto the end of 1958 for the remodelling of the Yard at Bhatinda, Northern Railway,

(b) the reasons for the shortfall, and

(c) the steps proposed to be taken to accelerate the pace of work?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The work has been completed and upto

31st December, 1958 Rs 2 62 lakhs have been booked.

(b) and (c) Do not arise.

C.D. Projects in Punjab

1350. { **Sardar Iqbal Singh:**
Shri Daljit Singh:

Will the Minister of Community Development and Co-operation be pleased to state

(a) the number of Community Development Projects and National Extension Service Blocks at present working in Punjab,

(b) the names of places where they are located,

(c) whether there is any block there that has no pilot project for industries, and

(d) if so, what are the reasons for the same?

The Parliamentary Secretary to the Minister for Community Development and Co-operation (Shri B. S. Murthy):

(a) 127 Blocks

(b) A statement showing the location of the blocks is placed on the Table [See Appendix III annexure No 23]

(c) There are two Pilot Projects for Industries at Batala and Malerkotla. The other blocks do not have Pilot Projects for industries.

(d) In pursuance of the recommendations of the Development Commissioners' conference held at Simla in May 1955, 28 Pilot Projects (Cottage and Small-Scale Industries) were initiated in the country on the basis of one in each State as it then was. Accordingly two such projects were allotted to what is now the Punjab—one to the then Punjab and the other to the Patiala and East Punjab States Union, since merged in the Punjab.

Thefts on railways

1351. Pandit J. P. Jyotishi: Will the Minister of Railways be pleased to state:

(a) what was the number of cases of theft from Railway godowns and wagons during the year 1958-59;

(b) how many of these were detected and prosecuted;

(c) what was the amount of property lost; and

(d) what steps Government have taken to put a stop to this and what is the percentage of reduction in crimes thereby?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Figures are maintained according to calendar year. Cases which occurred during 1958 are 3932.

(b)	NUMBER	
	detected	prosecuted
	1187	864

(c) Rs. 17,62,496.

(d) The following steps have been taken:

(1) escorting of all important night goods trains by armed and unarmed personnel of the R.P.F. in the vulnerable sectors;

(2) joint patrolling of track by Railway Police and R.P.F. on vulnerable sectors;

(3) improvements in wagon security by enforcing extensive double rivetting and adoption of E.P. locking of wagons to render wagon breaking difficult;

(4) picketing and patrolling of vulnerable marshalling and other important yards and godowns by personnel of the R.P.F.;

(5) enlisting the active assistance of Railway and District Police to deal with railway criminals who are found or suspected to be responsible for theft;

(6) Provision of proper enclosure in the form of protective walls or fencing in vulnerable yards and at godowns;

(7) the Headquarters detective staff and the detective staff attached to the Divisions are being extensively used to maintain surveillance at vulnerable points, to collect intelligence about habitual railway criminals and their 'modus operandi' and to take appropriate preventive action against them in collaboration with the Railway and District Police;

(8) existing security arrangements are being periodically discussed at appropriate levels with the Railway and District Police authorities with a view to bringing about improvements considered necessary from time to time.

The overall percentage of reduction in crime is 17.00 per cent.

Lift Irrigation Schemes in Kerala

1352. { Shri A. K. Gopalan:
Shri Kodiyam:

Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of allocations under the Second Five Year Plan for Lift Irrigation Schemes in Kerala;

(b) the amount already spent during the first three years of the Second Plan under this head;

(c) whether the State Government have asked for increase in the allocation under this head in view of the

special features of the terrain in Kerala; and

(d) whether the Government of India propose to increase the allocation to the State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rs. 28.50 lakhs.

(b) Rs. 11.97 lakhs have been spent during the years 1956-57 and 1957-58. The estimated expenditure during 1958-59 will be Rs. 14 lakhs. The figures of actual expenditure will be available after the close of the current financial year.

(c) Government of Kerala requested for an additional allotment of Rs. 75 lakhs during the Second Plan period

(d) For 1958-59 the original allocation of Rs. 800 lakhs has been increased to Rs. 1600 lakhs and an allotment of Rs. 2500 lakhs has been agreed to for the year 1959-60.

The amount to be allotted during the year 1960-61 will be considered at the time of discussion of State Plans for that year taking into account their performance in the previous years.

Remodelling of Cuttack Railway Station

1353. **Shri B. C. Mullick:** Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1750 on the 17th December, 1958 and state:

(a) whether a further estimate for Rs. 95,000 has since been sanctioned for the remodelling of Cuttack Railway Station;

(b) whether any further work has been done; and

(c) if so, the nature thereof?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Not yet, Sir. The estimate is practically finalised and will be sanctioned shortly.

(b) No, Sir.

(c) Does not arise.

Areca Nut Conference in Trivandrum

1354. { **Shri Warior:**
Shri Kodiyan:

Will the Minister of Food and Agriculture be pleased to state:

(a) what are the recommendations of the Areca Nut Conference held at Trivandrum in January this year; and

(b) the steps Government intend to take to implement them?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) A list of Recommendations made by the Conference is placed on the Table. [See Appendix III, annexure No. 24].

(b) Each case will be considered on its merits.

Wheat and Rice Position in West Bengal

1355. **Shri N. B. Maiti:** Will the Minister of Food and Agriculture be pleased to state:

(a) the present supply position of rice, wheat and wheat products in West Bengal, and

(b) the future plan of supply to that State of each of these foodgrains till the next harvest?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) and (b). There is no difficulty about wheat and wheat products in West Bengal as the requirements for those commodities are being adequately met by the Central Government.

As a result of the enforcement of the Anti-profiteering Act, 1958, of the West Bengal Government, the arrivals of rice from the countryside particularly in the Greater Calcutta industrial area, certain deficit Districts and deficit pockets and other industrial areas had diminished. However, the

arrivals are now improving. In order to assist the West Bengal Government to overcome this difficulty, the Government of India have already supplied 42,000 tons of rice to the West Bengal Government for distribution in the months of January and February. The Government of India have also agreed to meet the requirements of the State Government for the month of March and will make every effort to meet the reasonable requirements of the West Bengal Government for the rest of the year.

Bogies for High Officials

1356. Shri N. B. Maiti: Will the Minister of Railways be pleased to state

(a) whether certain bogies in certain Mail trains carry boards bearing the words "High Officials" indicating that these bogies are for the exclusive use of these officials,

(b) if so, the categories of officials included in this term, and

(c) the reasons for introduction or continuance of this practice?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No

(b) and (c) Do not arise

Irrigation and Flood Protection Schemes

1357. Shri L. Achaw Singh: Will the Minister of Irrigation and Power be pleased to state

(a) the amount of money sanctioned for irrigation for Manipur Territory in 1958-59,

(b) the amount spent for flood protection for the year and

(c) the schemes undertaken for Imphal and Iril rivers?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Nil

(b) Rs 1.28 lakhs up to the end of January, 1959

(c) (1) Raising Imphal River right and left bunds by an average height of 4 feet to provide for a free board of 3 feet above the high flood level and widening these bunds by 4 feet to make the top width 12 feet over a length of 28 miles and 5 furlongs

(2) Raising the Iril River right bund by an average height of 4 feet to give a free board of 4 feet above the high flood level and widening the bund by 10 feet to make the top width 15 feet over a length of 13 miles and 7 furlongs

Central Mechanised Farm at Suratgarh

1358. Shri Ram Krishan: Will the Minister of Food and Agriculture be pleased to state the nature and details of new schemes of animal husbandry and horticulture to be started at the Central Mechanised Farm at Suratgarh (Rajasthan)?

The Minister of Food and Agriculture (Shri A. P. Jain): The details are as follows —

A Animal Husbandry Schemes

Cattle Breeding 20 Haryana breed of heifers of high pedigree with one bull will be maintained on mixed farming basis for multiplication and upgrading indigenous stock

Sheep Breeding 200 ewes and 8 rams of Bikaneri breed will be kept for development and distribution in the region

Poultry Breeding A foundation stock of 50 pullets and 10 cockrels of white leghorn breed will be maintained for multiplication and distribution in the region

B Horticulture

An area of 62 acres will be put under orchard and planted with the following fruit plants —

Malta and pine-apple, Grape fruit, Grape vine, Mosambi, Date Palm

Increase in Shipping Freight

1959. { Shri Siddanarayana:
Shri Jinchandran:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Karmahon Shipping Conference has decided to increase freight rates on shipment of certain special cargoes between the East Coast of India and the Continent,

(b) if so, which are the commodities that will be affected, and

(c) what is the increase for each such commodity?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes Sir

(b) and (c) A statement is placed on the Table [See Appendix III, annexure No 25]

Production of Foodgrains

1360. Shri Daljit Singh: Will the Minister of Food and Agriculture be pleased to state

(a) the additional production of foodgrains obtained in Punjab State during 1958-59 through Grow More Food Schemes, and

(b) the amount spent during the same year in the State?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Actual figures of additional production obtained during 1958-59 will not be available until some time after the close of current financial year. The anticipated additional production during 1958-59 is 1,53,000 tons

(b) The information regarding the amount spent will be available after the close of the current financial year. The outlay proposed for the various Grow More Food Schemes for the year 1958-59 is, however, indicated in the statement placed on the Table [See Appendix III, annexure No 26]

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Income at Hoshiarpur and Nangal Dam Stations

1361. Shri Daljit Singh: Will the Minister of Railways be pleased to state the income of goods and passenger traffic at Hoshiarpur and Nangal Dam stations on Northern Railway separately during 1958-59 so far month-wise?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): A statement giving the required information is placed on the Table [See Appendix III, annexure No 27]

Stops for Air-Conditioned De-lux Trains on Delhi-Madras Line

1362. Shri N. R. Munisamy: Will the Minister of Railways be pleased to state

(a) whether there is any proposal to arrange for more stops for Air-conditioned (De-lux) Trains on Delhi-Madras Line from 1st April 1959; and

(b) if so, what are the stations where such new stops are contemplated?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). It is proposed to provide halts of Nos 21 Dn/22Up Air-conditioned Express trains running between New Delhi and Madras Central at Nellore station with effect from 14/1/59

कपास के रोग

१३६३. श्री रा० स० तिवारी क्या साब तथा कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि सरकार ने कपास की खेती के रोगों का उपचार लोच निकास है, और

(ख) फली में लगने वाले बीजों का नाश करने के लिये क्या दवाई निकाली गई है ?

साब तथा कृषि मंत्री (श्री स० प्र० जी०) (क) भारत में कपास की बीजों

पांच मुख्य बीमारियाँ हैं। उनके लिये एक या दूसरे प्रकार के उपचार निकाल लिये हैं।

(ख) (१) जेसिड और व्हाइटफ्लाई (Jassid and whitefly) के नियंत्रण के लिये जून के अन्त, जुलाई के मध्य, अगस्त के शुरू और सितम्बर के शुरू में डी डी टी ०.१ प्रतिशत सस्पेंशन (suspension) + बी एच सी ०.१ प्रतिशत सस्पेंशन या ०.०२ प्रतिशत, इन्ट्रीन इमल्शन (Endrin emulsion) का ८० से १०० गैलन प्रति एकड़ की दर से छिड़काव दिया जाता है।

(२) पिंक बोल-वर्म (pink boll-worm) के नियंत्रण के लिये, बिनीले को मिथिल ब्रोमाइड (methyl bromide) का बुझा दिया जाता है।

Vending Licences on Railways

1364. { Shri Rajendra Singh:
Shri Ramji Verma:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a few vending licences for fruits were cancelled at Allahabad Station of the Northern Railway due to congestion;

(b) whether it is also a fact that a few months later five ex-fruits vendors were issued direct vending licences against the policy of the Railway Board; and

(c) whether the second contract of fruit vending is lying vacant at Kanpur Station on the Northern Railway for about one year; and

(d) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawas Khan): (a) and (b). The sale of pan, biri and cigarettes at Allahabad was taken over by the Railway on introduction of departmental catering. The contractor who was

selling pan, biri and cigarettes was given the license for vending fruits as a measure of rehabilitation. The number of vendors for the fruit contract was limited to the number this contractor had for the sale of pan, biri and cigarettes.

The vendors who were displaced as a result of this have been awarded direct licenses for fruit vending by the Railway on a temporary basis.

(c) Yes.

(d) The person to whom the contract was initially allotted did not take it up.

Railway Co-operative Stores Ltd., Kotah

1365. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the amount of financial aid or subsidy given so far by the Railway Administration to Kotah Railway Co-operative Stores Limited,

(b) whether Government have any information regarding the up-to-date profit and loss account of the Co-operative Stores; and

(c) if so, the details thereof?

The Deputy Minister for Railways (Shri Shah Nawas Khan): (a) Rs 2,404/- as subsidy

(b) No The accounts of the Society have been audited only upto 30-6-1957.

(c) A copy of the profit and loss account of the Stores upto 30-6-1957 is placed on the Table [See Appendix III, annexure No 23].

Survey of Lines on Western Railway

1366. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether the traffic and engineering survey reports of Chittorgarh-Kotah and Ajmer-Kotah broad gauge lines on Western Railway have been received and examined; and

(b) the nature of decisions arrived at?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Yes Sir.

(b) Construction of the project was not considered economically viable.

Railway Sectional Officers Attached With S.P.E.

1967. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of Railway Sectional Officers and Inspectors attached to Special Police Establishment to assist them in the investigation of corruption cases against Railway officials;

(b) the average annual expenditure incurred by the Railways on these deputations;

(c) the number of cases successfully investigated during the year 1958;

(d) whether withdrawal of these officers is proposed in view of Railways having their own specialised organisations; and

(e) if not, the reasons thereof?

The Deputy Minister of Railways (Shri Shah Nawaz Khan):

(a) Railway Sectional Officers 27

Inspector-cum-Railway
Sectional Officer 1

(b) Rs. 2,13,000 (Approx.)

(c) 540 cases were investigated by Special Police Establishment during 1958. Out of these, prosecution was launched in 85 cases, 146 cases were reported to the Railways for suitable Departmental Action, 49 cases were transferred to local Police or dropped for want of proof and the rest remained under investigation at the end of the year.

(d) No.

(e) Railways have got Vigilance Organisations but they have no legal

Police powers to investigate cases of bribery, corruption or criminal misconduct. Assistance of Railway Sectional Officers and Inspectors-cum-Railway Sectional Officers to the Special Police Establishment is essential as these officers have detailed knowledge of the working of the Railways.

Enquiry Officers

1968. Shri Onkar Lal: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question *No. 1988 on the 19th December, 1957 and state:

(a) whether full-time enquiry officers have since been appointed on all the Railways; and

(b) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a). Not yet.

(b) The matter is under consideration.

*Reply to Unstarred Question No. 1988 to be put by Shri Nardeo Snatak in the Lok Sabha on 19-12-1957.

QUESTION ANSWER

1988. SHRI NARDEO
SNATAK.

Will the Minister of
Railways be pleased to
State:

(a) the various Railways on which full-time Enquiry Officers have been appointed, and

Northern and
Southern
Railways.

(b) whether these posts are needed for administrative work and particularly for speedy disposal of cases like suspension?

Yes, for expediting disciplinary proceedings

Printing of Railway Centenary Volumes

1969. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of copies of Railway Centenary volumes printed in English and Hindi;

(b) whether these have been donated to the Railways in foreign coun-

tries when Railway delegations visited those countries;

(c) if so, the number of such copies donated; and

(d) if not, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 4948 copies were printed in English and 500 in Hindi

(b) Initially, copies of the English version were distributed as complimentary copies to important foreign Railway Administrations. On certain occasions, when Indian Railway officials visited foreign countries, they also took some copies of the English version for presentation purposes, similarly, on certain occasions, when officials of foreign railways visited this country, they were presented with some copies

(c) 97 copies of the English version have been donated in the manner indicated under (b)

(d) Does not arise so far as the English version is concerned. The Hindi version is only a translation meant for use within the country

Railway Gazetteer

1370. { Shri Ram Krishan:
Shri Onkar Lal:

Will the Minister of Railways be pleased to state

(a) whether the Railway Gazetteer has been compiled,

(b) if so, the main features thereof, and

(c) if not, the steps proposed to be taken by Government in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Material for compilation of a Railway Gazetteer is being collected by each Railway

(b) The Gazetteers will contain information under the following broad heads:

I Information about the area served by each station

II Particulars of the nature and volume of traffic dealt with at the station, and

III Facilities available for passengers and additional amenities deemed desirable and noted for consideration in consultation with the Passenger Amenities Committee

(c) Does not arise

Water Scarcity in Kotah Railway Colony

1371. Shri Onkar Lal: Will the Minister of Railways be pleased to state

(a) whether Government are aware of the sufferings of the employees of the Railway Colony of Kotah due to acute scarcity of water particularly in the summer months; and

(b) if so, what scheme Government have to improve the water supply of Kotah Railway Colony?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) With the improvements to water supply arrangements carried out recently no acute scarcity of water is experienced at Kotah in summer months now. These improvements comprise of provision of

(i) a filtration plant of 10000 gallons capacity and other ancillary works,

(ii) two overhead tanks of 50,000 gallons capacity each,

(iii) distribution mains and service connections to staff quarters

(b) Does not arise

Anti-Ticket Fraud Section

1372. Shri Onkar Lal: Will the Minister of Railways be pleased to state

(a) the work done by the "Fraud" section of the Ticket Checking Branch of Northern Railway;

(b) whether such machinery has been set up on the Western Railway also;

(c) if so, the nature of the work done by it since its inception, and

(d) if the reply to part (b) above be in the negative, the reasons therefor?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The Anti-ticket Fraud Organisation was set up on the Northern Railway from February 1957. This Organisation has investigated 433 cases of suspected ticket frauds committed by the public, students and the Railway staff. The culprits were prosecuted wherever possible. In other cases the matter was reported to the departments concerned for disciplinary action.

(b) No

(c) Does not arise

(d) The necessity of having such a separate squad has not been felt on the Western Railway.

Representations from Railway Staff

1373. **Shri Onkar Lal:** Will the Minister of Railways be pleased to state—

(a) how many representations from employees of Kotah Division are pending before the General Manager, Divisional Superintendent, Divisional Personnel Officer, Kotah, of Western Railway for over 3 months, 6 months and one year, and

(b) the steps proposed to be taken to dispose them of expeditiously?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The information is given below

	Over 3 months old	Over 6 months old	Over one year old
(i) Before General Manager	5	4	Nil
(ii) Before D S and the D P O	84	30	11

(b) Personnel Inspectors are attached to each Divisional Office in order to ensure quick disposal of representations. Special efforts are being made to dispose of the pending representations.

Railway Research and Testing Centre

1375. **Shri Onkar Lal:** Will the Minister of Railways be pleased to state the progress of work done by the Railway Testing and Research Centre in regard to—

(i) the machine to be fixed at level crossing gate to show arrival or departure of trains and automatic closing and opening,

(ii) flood indicating apparatus for drivers; and

(iii) heat indicating instruments?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (i) The equipment proposed to be provided at Alambagh, Lucknow, has since been installed and introduced at a level crossing at the Bal Bhawan Joy Ride Railway, Delhi.

Similar equipment is being arranged and will shortly be installed at the level crossing at Alambagh, Lucknow for trial to observe its working under actual service conditions.

(ii) Two sets of flood indicating signals have been installed for service trials on each Railway.

(iii) Presumably the reference is to the device which is under development for detecting hot boxes on running trains. The first model detector has recently been built and will require extensive testing.

Railway Protection Force Dogs Squad

1376. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a Railway Protection Force Dogs Squad has been set up on the Southern Railway; and

(b) if so, the nature of work done since its inception?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes. A Dog Squad consisting of 4 dogs has been formed in the Railway Protection Force of the Southern Railway. The training of only one dog has been completed in the Madras City Police Dog Kennel and the other three are under training.

(b) The Dogs have been patrolling the Tondiarpet Marshalling Yard during nights. On the night of 8-2-1959 they located two criminals who were lurking in the yard and they were apprehended and a case registered against them under section 54/550 Criminal Procedure Code. These dogs will also be taken to other yards and goods sheds for patrolling and detection when there is an outbreak of crime.

Social Education on Railways

1377. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the progress made in social education on Railways since appointment of Social Education Inspector in the Railway Board; and

(b) the nature of the plan for 1959-60 on Western Railway in this regard?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Since the appointment of the Inspector, the Social Education Scheme has been extended and also intensified on Railways.

(b) No basic change in the Scheme is contemplated; but further extension

and intensification is programmed for 1959-60 on all Railways, including the Western Railway.

Study Tours of Railway Officers

1378. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of study tours of officers of one zone to another zone arranged by the Railway Board on each Railway during the year 1958-59 so far; and

(b) the result achieved thereby?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). Information is being collected and will be laid on the Table of the House.

Bungalow Peons

1379. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the total number of officers on Railways having bungalow peons; and

(b) the nature of duties these peons perform?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 596.

(b) Bungalow peons are utilised to be in attendance for any office work after office hours and on Sundays/Gazetted holidays; e.g. to carry papers, files, etc. from bungalow to station, offices etc. and vice versa and telegrams, messages etc. to the staff at their residences and to subordinate officers in emergencies; and to accompany officers when the latter are called upon to proceed on tour in emergency or at odd hours.

Strike in Ganga Bridge Establishment

1380. { Shri Raghub Nath Singh:
Shrimati Renu
Chakravartty:

Will the Minister of Railways be pleased to state whether it is a fact that nearly 2000 employees of the Ganga Bridge Establishment Kial

Garahara are on strike since the 31st January 1960 demanding retention in service:

The Deputy Minister of Railways (Shri Shah Nawaz Khan): Casual labour of the Ganga Bridge Project were on strike from 31st January to 16th February the number of strikers on each day varying from about 1900 to about 3400. The main demand of the strikers was that they should be given a written assurance of regular employment on some Railway or Project after the completion of the Ganga Bridge Project. Such an assurance cannot be given.

Diversion of Railway Line Near Kotah

1381. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) whether the Government of Rajasthan have proposed a diversion of the railway line near Kotah for Canal Construction work; and

(b) if so, the amount of expenditure involved and when this is likely to be taken in hand?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) The Government of Rajasthan have asked for six canal crossings, three on the main line (Bombay-Mathura Section) and three on the branch line (Kotah-Bina Section). It is necessary to lay a temporary diversion of railway track, so that the line of communication is not interrupted while carrying out the work of providing these canal crossings.

(b) The approximate cost of temporary diversion of railway track for each of these six crossings is Rs. 89,000/- which is chargeable to the State Government under the rules and the work is in progress at all the canal crossings.

Central Investigation Department of Railway Board

1382. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of cases received by the Central Investigating Department of Railway Board for investigation during the year 1958;

(b) the number of cases still pending for enquiry;

(c) the number of cases substantiated; and

(d) the number of cases dropped?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) 229.

(b) 133*.

(c) 60.

(d) 36.

*Enquiry in these cases has been initiated but not finalised.

Labour Participation in Management

1383. Shri Onkar Lal: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No 1995 on the 19th December, 1957 and state:

(a) the nature of the scheme regarding labour participation in management;

(b) if no scheme has yet been worked out the reason for the delay; and

(c) when it is likely to be finalised?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) The matter is still under consideration.

(b) The actual manner in which worker participation should be secured has been under examination with reference to the administrative structure of the Railways and a study has taken time.

(c) A decision in this regard will be taken as early as possible.

Central Investigation Agency

1384 Shri Onkar Lal: Will the Minister of Railways be pleased to state the number of inspectors appointed from each Zonal Railway in Central Investigating Agency?

The Deputy Minister of Railways (Shri Shah Nawas Khan):

Northern	4
Western	1 ^a
Central	1
Eastern	2
Southern	1
North-Eastern	2

*Since sent back to his parent Railway as he was due for promotion there to gazetted rank

Overcrowding on Dehra Dun Express

1385. Shri Onkar Lal: Will the Minister of Railways be pleased to state

(a) whether Government are aware of overcrowding of passengers in third class compartments in Dehra Dun Express between Kotah and Delhi Stations; and

b) if so, the steps proposed to be taken to relieve such overcrowding?

The Deputy Minister of Railways (Shri Shah Nawas Khan): (a) and (b) Overcrowding has not been noticed on this train between Kotah and Delhi to any appreciable extent

With effect from 1-1-1958, one III class bogie was added to this train to run between Bombay Central and Dehra Dun. Further, from 10-6-1958, an additional II and III class composite bogie has been put on to run between Kotah and Dehra Dun

No further strengthening is contemplated

Electrification of Stations

1386. Shri Onkar Lal: Will the Minister of Railways be pleased to state:

(a) the number of stations in Kotah Division of Western Railway where electrification of stations has been proposed during 1959; and

(b) the names of such stations on the Kotah-Bina Section?

The Deputy Minister of Railways (Shri S. V. Ramaswamy): (a) Seven.

(b) Ashoknagar and Baran Nagarjunasagar Dam Workers Strike

1387. { Shri Raghunath Singh:
Shri A. M. Tariq:
Kumari M. Vedakumari:

Will the Minister of Irrigation and Power be pleased to state whether it is a fact that 4 thousand workers of Nagarjunasagar Dam employed on the right Bank of the canal construction have gone on an indefinite strike?

The Deputy Minister of Irrigation and Power (Shri Hathi): 1315 unskilled workers borne on the work charged establishment went on strike from 12th February, 1959. The strike was called off on 23rd February, 1959. It has been reported that this strike did not in any way affect the progress of work on the Project as 30,000 labourers were working uninterruptedly on canal excavations even during the strike period

**STATEMENT IN SUBSTITUTION OF
REPLY TO UNSTARRED QUESTION No 1706**

The Deputy Minister of Railways (Shri Shah Nawas Khan): I beg to lay on the Table a statement showing the number of Station and Assistant Station Masters and amount of security deposit taken from them on South Eastern Railway

Category	No. of Staff	Amount taken as security deposit
Assistant Station Master	About 600	Rs. 768/-
Station Masters	Nil	Station Masters are not required to furnish Security Deposit on this Railway.

Note: From the information collected from railways, it has been noticed that the amount of security deposit taken from Station and Assistant Station Masters is not uniform on all the Railways. It has since been decided that the amount of security deposit from Station and Assistant Station Masters responsible for handing cash should be Rs 300/- uniformly on all railways and necessary orders have been issued to the railways to refund the excess of deposit to the employees concerned.

12.15 hrs.

RE MOTION FOR ADJOURNMENT

Mr. Speaker: Papers laid on the Table—Shri Karmarkar

Shri S. M. Banerjee (Kanpur): Sir,

Mr. Speaker: The hon Member has developed a knack of interrupting. I won't allow any matter to be raised which is not on the Order Paper. If the hon Member wants he may send me a chit and I will call him.

Shri S. M. Banerjee. I have already written, Sir, about the adjournment motion about

Mr. Speaker: The hon Member cannot bring it here. He can write to me. It will take some time for me to decide whether I should admit it or not admit it.

Now, we go to the next item

12.16 hrs.

PAPER LAID ON THE TABLE

NOTIFICATION UNDER PREVENTION OF FOOD ADULTERATION ACT

The Minister of Health (Shri Karmarkar): Sir, I beg to lay on the Table, under sub-section (2) of Section 23 of the Prevention of Food Adulteration Act, 1954, a copy of Notification No. GSR 17 dated the 3rd January, 1959 [Placed in Library, See No. LT-1260/59].

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha —

"In accordance with the provisions of rule 101 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd March, 1959, agreed to the following amendments made by the Lok Sabha at its sitting held on the 23rd February, 1959, in the Workmen's Compensation (Amendment) Bill, 1958 —

Enacting Formula

1 That at page 1, line 1,—

for "Ninth Year" substitute
"Tenth Year"

Clause 1

2 That at page 1, line 4,—

for "1958" substitute "1959".

ESTIMATES COMMITTEE

THIRTY-THIRD REPORT

Shri B. G. Mehta (Gohilwad) Sir, I beg to present the Thirty-third Report of the Estimates Committee (Second Lok Sabha) on the Ministry of Steel, Mines and Fuel—Hindustan Steel (P) Ltd—Rourkela, Bhilai and Durgapur Steel Projects

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-SIXTH REPORT

Sardar Hukam Singh (Bhatinda): Sir, I beg to present the Thirty-sixth Report of the Committee on Private Members' Bills and Resolutions.

12.18 hrs.

STATE BANK OF INDIA (SUBSIDIARY BANKS) BILL*

The Minister of Revenue and Civil Expenditure (Dr. B. Gopala Reddi): Sir, on behalf of Shri Morarji Desai, I beg to move for leave to introduce a Bill to provide for the formation of certain Government or Government-associated banks as subsidiaries of the State Bank of India and for the constitution, management and control of the subsidiary banks so formed, and for matters connected therewith, or incidental thereto.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the formation of certain Government or Government-associated banks as subsidiaries of the State Bank of India and for the constitution, management and control of the subsidiary banks so formed, and for matters connected therewith or incidental thereto."

The motion was adopted.

Dr. B. Gopala Reddi: Sir, I introduce the Bill.

12.19 hrs.

DEMANDS FOR GRANTS—RAILWAYS—1959-60—contd.

Mr. Speaker: The House will now take up further discussion of the Demand for Grants—Railways. The time allotted for Demand No. 1 is 7 hours and the time already taken is 3 hours and 7 minutes and 3 hours and 53 minutes remain. The time allotted for the remaining Demands is 5 hours. Was any hon. Member in possession of the House?

I had already said—and I had instructed the hon. Deputy-Speaker—that I shall give chances in this Demand to those hon. Members who had not taken part in the General Discussion on the Railway Budget on the Address. Those who spoke on the Address will come next and those who participated in neither will get preference.

Shri Bagnath Singh (Varanasi): As we are.

Shri Harish Chandra Mathur (Pali): I hope you will kindly give me permission to speak.

Mr. Speaker: The hon. Member has got too much of permission in this House. I am allowing almost every time.

I think there is a maiden speech of Shri Abdul Latif; it is noted here as his maiden speech.

An Hon. Member: No, Sir.

Mr. Speaker: Has the hon. Member spoken on the Railway Budget or on the Address? Anyhow I have called him.

श्री अब्दुल लतीफ (बिजनौर) :
मैं नहीं बोला हूँ। यह पहला इतिहास चल रहा है। मैं जनाब का बेहद शुक्रगुजार हूँ कि आपने मुझे यह मौका प्रता फरमाया है।

मैं गजरोला-नजीबाबाद ब्रांच लाइन के सिलसिले में कुछ अर्थ करना चाहता हूँ। पिछली जंगे-अजीम में जब गवर्नमेंट बरतानिया को इसकी जरूरत पड़ी, तो उस लाइन

*Published in the Gazette of India Extraordinary Part II—Section 2, dated 4th March, 1959.

†Introduced with the recommendation of the President.

को उखाड़ लिया गया। उसके बहुत घरों के बाद वह बीच साइन फिर चालू हुई। लेकिन आज तक वह औफो-ह्रास उस साइन पर मसलता है, यानी मेरे क्याल में जितनी गाड़ियाँ हिन्दुस्तान में बुरी से बुरी हो सकती हैं, वे इस साइन पर इस्तेमाल की जा रही हैं। एक मुसाफिर जब वहाँ सफ़र करता है, तो उसको मालूम होता है कि वह छकड़े पर बैठा हुआ है, क्योंकि वे गाड़ियाँ बहुत हिलती और झूमती हैं। इसके सिलसिले में मैं ने डिप्टी मिनिस्टर साहब से कहा और भक्त दर्शन साहब ने भी डिप्टी मिनिस्टर साहब की खिदमत में हाज़िर होकर धर्ज किया और इसके मुताल्लिक महकमा मुताल्लिका को भी दरखास्तें भेजी गईं। लेकिन आज तक वह हालत बदस्तूर कायम है। हैरत-भंगेज चीज एक और है। गजरीला से गाड़ियाँ चलनी हैं और गजरीला जक्शन है और ज़रा जंक्शन की हालत मुलाहि़का फ़रमाइये। मैंने अपनी भाखों से देखा है कि मुरादाबाद जाने वाली लाइन पर कोई प्लेटफ़ार्म नहीं है। इसलिए बच्चे और औरतें प्लेटफ़ार्म से नीचे कूदते हैं और कूदने के बाद उस गाड़ी को लेते हैं, जो कि दूर खड़ी होती है। उनकी जाने खतरे में होती है, लेकिन आज तक कोई पुल वहाँ पर नहीं बनाया गया है, जो कि बहुत ज़रूरी चीज है।

जंग-अखीम के दौरान मे उखाड़ी जाने से पहले इस लाइन पर एक्सप्रेस गाड़ी भी चलती थी, लेकिन अब वहाँ पर सिर्फ एक पैसंजर गाड़ी है और वहाँ के लोग उस एक्सप्रेस गाड़ी से महकूम हैं, जिसके मुताल्लिक मैंने कहा है और जिसका आज तक मुझे जबाब नहीं मिला है।

इस लाइन पर प्लेटफ़ार्म भी देखने के काबिल है। बच्चे और औरतें जब चढ़ते हैं, तो उनको धक्की खासी ऊँचाई पर चढ़ना पड़ता है। वह प्लेटफ़ार्म एक नीची जगह पर है—ऊँचाई पर नहीं है, जिसकी बहुत सस्त

जकरत है,। न न पर प्लेटफ़ार्म की इतनी कमी है, और जो है, वे भी नाकिस हैं।

एक और बात में यह धर्ज करना चाहता हूँ कि इस साइन पर भरसा-दराब से पुमियों की भरमत नहीं की गई है, जिसकी वजह से उनकी हालत बहुत खराब है।

दो तीन मर्तबा मुझे दिल्ली से बिजनीर जाने का इतिफ़ाक़ हुआ। फ़र्स्ट क्लास तो फ़र्स्ट क्लास, वहाँ पर सैकण्ड क्लास भी नदारद है। इस लिए धर्ज क्लास में जाना पड़ता है। फ़र्स्ट क्लास के मुसाफ़िरों को धर्ज क्लास में जाना पड़ता है।

एक माननीय सदस्य . गांधीजी की यही राय है।

श्री अम्बुल सतीक : जहाँ तक खाने और चाय का ताल्लुक है, मैं यह धर्ज करना चाहता हूँ कि मैं दिल्ली से लेकर लखनऊ तक गया हूँ। खाने और चाय का बहुत बुरा नाकिस इन्तज़ाम है। सब से बड़ी चीज यह है कि वहाँ पर मुसलमानों के लिए गोशत के खाने का इन्तज़ाम नहीं है अगर ज़रूरत पड़नी हो तो वह बहुत खतरे से खाने की है।

एक माननीय सदस्य हिंदू भी खाने हैं।

श्री अम्बुल सतीक : वह सटका होता है। वह हम लोग नहीं खा सकते हैं। इस लाइन पर खास तौर पर तबज़ह की ज़रूरत है। इससे पहले कई मर्तबा जनाब डिप्टी मिनिस्टर साहब की खिदमत में हाज़िर होकर मैंने और भक्त दर्शन साहब ने धर्ज किया और महकमा मुताल्लिका को भी इसके मुताल्लिक लिखा, लेकिन कोई नतीजा नहीं निकला है। गाड़ियों की तबदीली ज़रूरी है और एक एक्सप्रेस गाड़ी जायद चलाने की ज़रूरत है। वहाँ पर सवारियों की बहुतायत है—यह नहीं कि सवारियों की कमी हो। मैं जनाब

چوتھے ہیں تو اس کو اچھی خاص
اونچائی پر چڑھنا پڑتا ہے - وہ پلٹے
فارم ایک نچلی جگہ پر ہے - اونچائی پر
نہیں ہے جس کی بہت سطح ضرورت
ہے - اس لائن پر پلٹ فارم کی اتنی
کسی ہے اور جو وہ بھی ناکم ہیں -
ایک اور بات میں مرض کرنا چاہتا
ہوں کہ اس لائن پر عرصہ دراز سے
پلوں کی مرمت نہیں کی گئی ہے
جسکی وجہ سے ان کی حالت بہت
خراب ہے - دو تین مرتبہ مجھے
دہلی سے بھلور جانے کا اتفاق ہوا -
نست کلاس تو نست کلاس وہاں پر
سمٹ کلاس بھی ندارد ہے - اس
لئے تھرو کلاس میں جانا پڑتا ہے -
نست کلاس کے مسافروں کو تھرو کلاس
میں جانا پڑتا ہے -

एक मानवीय सवस्थ : गा री जी को यही
राय है ।

شری عبداللطیف : جہاں تک کھانے
اور چائے کا تعلق ہے میں یہ عرض
کرنا چاہتا ہوں کہ میں دہلی سے
لیکو لکھو تک کھا ہوں - کھانے اور
چائے کا بہت برا ناکم انتظام ہے -
سب سے بڑی چیز یہ ہے کہ وہاں پر
مسلمانوں کے لئے گوشت کے کھانے کا
انتظام نہیں ہے - اگر ضرورت پڑتی ہو
تو وہ بہت خطرے سے خالی نہیں ہے -
एक मानवीय सवस्थ : हिन्दी में खाने है ।

شری عبداللطیف : وہ جھگڑا ہوتا
ہے - وہ عم لوگ نہیں کھا سکتے ہیں

اس لائن پر خاص طور پر تہجہ کی
ضرورت ہے - اس سے پہلے کئی مرتبہ
جذاب قبلی منسٹر صاحب کی
خدمت میں حاضر ہو کر میں نے
اور بہت روشن صاحب نے عرض کیا
اور مسئلہ متعلقہ کو یہی اس کے
متعلق لکھا لیکن کوئی نتیجہ نہیں
نکلا ہے - گاڑیوں کی تبدیلی ضروری ہے -
اور ایک انجینسٹریس گاڑی زائد چلانے
کی ضرورت ہے - وہاں پر سواروں
کی بہتات ہے - یہ نہیں کہ سواروں
کی کسی ہو - میں جذاب قبلی منسٹر
صاحب کی خدمت میں ایک دفعہ
پھر عرض کرنا چاہتا ہوں کہ اگر کوئی
پارلیمینٹ کا ممبر مسئلہ متعلقہ
کو خط لکھتا ہے اور ان کی خدمت
میں بھیجتا ہے تو اس کا جواب ضرور
دیا جائے جس سے میں کم سے کم
معذور رہا - جہاں تک اس لائن کا
تعلق ہے یہی ایک لائن ہے جو
مراد آباد بھلور اور نہسب آباد سے ہو
کر - پانچوڑ وغیرہ سب کو ملاتی ہے -
اس لائن کی حالت کو بہتر بنانا
چاہیے اور وہاں پر کھانے کا انتظام
اچھا ہونا چاہیے - گھروڑ سٹیشن
پر ایک پل کا ہونا بہت ضروری ہے -

آخر میں پھر میں آپ کا شکریہ
ادا کرتا ہوں کہ آپ نے مجھے موقع
دیا -

Sardar Hukam Singh (Bhatinda):
Mr Speaker, I will be very brief....
(Interruptions)

An Hon. Member: Is he allowed to speak?

Mr. Speaker: Yes.

Sardar Hukam Singh: I am having my turn, Sir. I am also representing a constituency. Yesterday, the hon. Minister of Railways when he was going to conclude his speech said that he was going to give us a cheering news. He announced the opening of two or perhaps three new railways. Perhaps some might have been cheered but others felt disappointed because they had thought that perhaps there might be the areas that may get the new railways. Anyhow, he gave us some words of hope that he was still open to conviction and would consider whether any other railways were so urgent that they could be considered at least in the Third Plan. I am trying to draw his attention to an area which up to this time or even now is very backward. I am referring to PEPSU. Now it has been integrated into Punjab. Previously, it was composed of princely States: Patiala, Faridkot, Malerkotla, etc. Those princes certainly spent considerable amounts of money so far as their own capitals or headquarters were concerned but so far as communication in the country area was concerned, it was neglected altogether and there were no roads. After the integration of these States into PEPSU, one main road was built from Patiala to Bhatinda and that is about 100 miles. There are very few other roads and therefore, communication is done in that area mostly by railways that are there. But when these railways were built originally, this area was mostly a desert and wasteland and so there could not have been development to a great extent. After integration with Punjab, the pace of development has quickened very much. The Bhakra waters have irrigated a good portion of the area of that desert. Therefore, now it produces large quantities of foodgrains. It has considerable amount to export also. It can provide larger quantities to devastated areas and it does provide. The

only way these foodgrains can be lifted is by means of railways. When the railways were built, just as I said a little while ago, those areas were not so fertile. They were lying as desert and barren. Therefore, the stations that were built were at a great distance from each other. The halts in the stations were also very few. I have been trying to bring it to the notice of the Railway Board and the Minister. It requires to be looked into now because, on account of the development that has taken place, if new railways could not be built very soon, at least the old halts that were provided require looking into again. My request is that the whole question may be considered taking into consideration the development that has taken place there, the foodgrains that are being produced and the amount of grains that can be sent out to other devastated areas and the communication that has increased by these developments. All these things may be kept in view. Now, what I want to put before the hon. Minister is this. If possible, some more trains, passenger and goods, be introduced in that area.

If immediately it were not possible, then, certainly, greater number of halts must be provided, and more stations between those stations which are at a very great distance from each other can at least easily be provided.

Besides that, in respect of the trains that are running on these railways there ought to be more halts provided at those stations where they do not stop at present. For the present these two or three things might be looked into so that the people in that area may have some facilities to travel as passengers and also to send their goods, particularly foodgrains, to the areas where they are required very much.

There is one other thing that I want to bring to the notice of the hon. Minister. He had indicated in his Budget Speech that there was a new development that he was seeing, that traffic was being diverted to the road. There

was a note circulated by one company, the Upper India Exporters Association, and one copy has been sent to me as well. They deal in the export of walnuts and other dry fruits. What they have put in in their note, certainly, it appears to me, has some amount of force, and I want to bring it to the notice of the hon. Minister. These dry fruits, particularly walnuts, are produced in the extreme north, in Kashmir and other places roundabout. They are to be exported and they are good foreign exchange earners. They provide us a considerable amount so far as exchange is concerned. But, unhappily North has no seaport just near about. The whole thing has to be transported for long distances in order to reach the seaports from where they can be exported. There may be some other countries which may be lucky enough to have their producing centres of these commodities just near their sea coast. They must be having some advantage, because to our exporters of these commodities it means an additional expense by way of freight to the extent of Rs 4 to Rs 5 per unit before they can book the goods from the seaports to outside countries. This also may be considered by the Railway Ministry, whether in view of this handicap that our exporters are experiencing they can reduce the freight that is being charged from them so that they may be able to compete with the other exporters in some other countries, and be able to export larger quantities from this country. It might be helpful to us in all respects.

There is yet another thing which I want to bring to the notice of the hon. Minister. This organisation also sent a memorandum to the hon. Minister or to the Railway Board from which I would like to read a paragraph, because that is of some interest. They have enclosed an advertisement from some transport companies which reads

"Here is a challenge to the Railways. A freight of Rs 4.50 from warehouse to warehouse from

Delhi to Bombay—Delivery within 4 days. The Railway O.T.S. on Tuesdays and Fridays gives assurance of only 8 days and calculations in freight and other charges make a difference of Rs 1-6-0 per maund minimum, including cartage from warehouse to warehouse, to railway station and vice versa together with incidental charges."

These road transport buses carry these walnuts at a cheaper rate and give delivery from warehouse to warehouse. That is the advantage that these merchants get.

That is not all. What has been brought to the notice of the hon. Minister was that there were other considerations also. The Association has said that this offer is coupled with courtesy, combined with quick transport and efficient service. The hon. Minister would agree with me that there is really some difference in the attitude of a Government employee, be he in the Railway or in any other department, from the attitude that is displayed by an ordinary, I should say, transport bus owner, a retailer or a shopkeeper. We have to infuse into our employees that spirit, that whenever they have to invite custom, particularly when there is competition, they shall have to show the same amount of courtesy, accommodation, and unless that is done it would not be possible to attract that custom that we need in order to have more freight on our railways.

Then, Sir, they had warned the Railway Minister that this would be the result. This is a claim by the Association—but I need not go into that because there might have been profits or no profits. But, incidentally that has happened. They have said in their memorandum that this would be the effect, that most of the traffic would be diverted from the Railways to the roads. This was done sometime in 1958. What they have said is that whereas they had actually—that Association and other traders and ex-

[Sardar Hukam Singh]

porters—sent about 17,000 maunds of walnuts from North India to Bombay, only about 3,800 maunds had been carried by the Railways, which could not entice more custom on account of the deficiencies that they have detailed in their memorandum.

What I submit to the hon. Minister is that both these things require some consideration; firstly, whether the rail freight can be decreased in the case of such commodities that we would like to export from our country, so that they may also stand in competition with other countries, when they have such handicaps as the producing centres being at a great distance from the exporting seaports; and, secondly, whether some other consideration can be shown to invite this custom and to attract it more for the Railways by infusing that spirit of courtesy, accommodation and gentleness, and showing the same treatment to those customers who have to deal with them—they have to find out what method would be more suitable to them.

Sir, this was all that I wanted to say.

श्री राधे कृष्ण ध्यास (उज्जैन) . अध्यक्ष महोदय, रेलवे सम्बन्धी जो समस्याएँ हैं जो कि मेरे राज्य से सम्बन्धित हैं, उनकी ओर मैं माननीय रेलवे मंत्री का ध्यान आकषित करूँगा। सबसे प्रथम तो मैं उज्जैन-भोपाल क्षेत्र की ओर उनका ध्यान दिना चाहता हूँ। मेरा ऐसा स्थान है कि रेलवे बोर्ड भी इस बात को मानता है कि इस मार्ग की हालत बहुत ज्यादा खराब हो गई है और जिन दो शीर्ष पुर्णों को बढ़ाया जा रहा है, और कुछ क्षमता भी इस ट्रंक सुधारने के लिये रक्खा गया है, उसका काम इतनी धीमी गति से चल रहा है कि मैं समझता हूँ कि इस काम में दो या तीन साल लग जायेंगे। इतना समय लम्बा नहीं चाहिये और यह काम जल्दी होना चाहिये। दो साल में तो ११४ मील की गैर लाइन पड़ जाती है जबकि यहाँ पर सिर्फ

उसके सुधारने का सवाल है। वहाँ की रेल की पटरियाँ बहुत पक्की नहीं हैं, चिस गई हैं और बहुत आसानी से ऐक्सीडेंट हो जाता है। रेल की पटरियाँ देश में या बाहर मिलती नहीं हैं, भारी पटरी उनके लिये लगाई जाती है। दूसरे ११४ मील जाने में इंटरलाकिंग न होने की वजह से बहुत समय लय जाता है। कम से कम साढ़े पांच घंटे लगते हैं। डेकेड फाइव ईयर प्लान में सेंट्रल जोन के लिये इंटरलाकिंग का प्राविजन होना चाहिये। मैं निवेदन करना चाहता हूँ कि जल्दी से इस रास्ते को बढ़ाया जाय। वहाँ पर हेवी रेलवे दे दें, इंटरलाकिंग का इन्तजाम कर दें ताकि उस पर गाड़ियाँ अच्छी तरह से चल सकें। एक घाघ मेल ट्रेन चल सके, एक्सप्रेस ट्रेन चल सके और साढ़े पांच घंटे के समय में कुछ कमी हो जाय।

इसके बाद मैं निवेदन करना चाहता हूँ कि मध्य प्रदेश में यातायात की ओर काफी ध्यान दिलाया गया है, वहाँ पर समय बहुत लगता है, अगर उस पर एक एक्सप्रेस ट्रेन चलाई जाये तो समय की बहुत बचत हो सकती है। मैंने कई दफा यह सुझाव दिया है कि भ्रमदाबाद से हावड़ा तक एक मेल ट्रेन रतलाम, उज्जैन, भोपाल, बीना और कटनी होकर जा सकती है। यह कहा गया कि इस रास्ते पर पैसेन्जर बहुत कम मिलते हैं। पैसेन्जर आप एक बस से नहीं पा जायेंगे। इस रास्ते से अभी लोग जायेंगे भी नहीं, लेकिन यह बस से कम दूरी का मार्ग है। इस पर कम से कम ट्रायल के तौर पर आप गाड़ी चलायें। गुजरात, मध्य प्रदेश के लोगों को और दूसरे राज्य के लोगों को भी इससे बड़ी सहूलियत होगी और इस की बड़ी जरूरत है।

इन्दौर से बिलासपुर तक जो बिलासपुर एक्सप्रेस चलाई गई है वह एक बहुत लम्बी गाड़ी है। उसमें स्लीपिंग कोच की व्यवस्था होनी चाहिये। इस पर दो रातें बग जाड़ी हैं

इसकी बहुत ज्यादा जरूरत है और इसकी व्यवस्था होनी चाहिये। वेस्टर्न रेलवे पर ब्रिटीश गाडिया चलती है, उन पर मुझे अच्छर सफर करने का मौका मिलता है। मैंने देखा है कि उनमें जो २०० या ३०० मील के यात्रियों के लिये डब्बे लगाये जाते हैं वे वास्तव में स्लीपिंग कोच जैसे ही होते हैं और जो बेचारे भनजान या भनभज लोग होते हैं, जो बगैर पड़े लिखे लोग हैं, वे उनसे फायदा नहीं उठा सकते हैं। जो दूसरे जनरल डब्बे होते हैं उन्हीं में उन को जगह मिल पाती है। इसलिये मेरा मुझाव है कि चूंकि इससे रेलवे की आमदनी में भी फायदा होगा और लोगों को भी सहूलियत होगी, जिस तरह में सेंट्रल रेलवे में जनता एक्सप्रेस में स्लीपिंग कोच का प्राविजन है उसी तरह से वेस्टर्न रेलवे की जनता एक्सप्रेस में भी उसका प्राविजन होना चाहिये।

भालोड और खचरोड पर जनता एक्सप्रेस के ठहरने के बारे में पिछले मेशन में कहा गया था। खचरोड पर ता उसके ठहरने का रेलवे बोर्ड ने मजूर कर लिया भालोड में भी वह ठहरने लगी है। दिल्ली और बम्बई के बीच एक और महत्वपूर्ण स्टेशन है जिसका नाम महीदपुर राड है, वह मेरे निर्वाचन क्षेत्र में नहीं है, लेकिन वहां पर जनता एक्सप्रेस के ठहरने की बहुत ज्यादा जरूरत है। दोहद, गोधरा और रतलाम के बीच में हर स्टेशन पर गाडी ठहरती है। उनमें में कुछ जगह तो ऐसी हैं जहां पर यात्री भी नहीं मिलते। इसलिये जब महीदपुर स्टेशन पर वह नहीं ठहरती तो आश्चर्य होता है। मैं चाहता हू कि इस पर सहानुभूतिपूर्वक विचार किया जाये।

अब मैं कुछ उज्जैन की तरफ ध्यान दिलाना चाहता हू। वहां पर तीसरे दर्जे के यात्रियों के लिये बेटिंग रूम बने हैं। वही पर बुकिंग की लिडकिया हैं। टिकट लेने वालों की लाइन लगी रहती है। जिसके कारण तीसरे दर्जे के यात्रियों के बैठने के लिये कोई जगह नहीं रहती है। बारिश में तो और

भी बुरा हाल हो जाता है। जो नया स्टेशन बना है, बारिश के दिनों में पानी को नीचे साने के लिये नालिया बनी हैं। पानी आने पर नालियों के द्वारा वह नीचे के गड्ढी में जाता है। लेकिन वह उनमें पूरा समाता नहीं है और बाहर वह आता है जिसके कारण सारा लेटफार्म पानी से भर जाता है। वहां पर कोई आदमी न तो सामान ही रख सकता है और न बैठ ही सकता है। उज्जैन एक बड़ा भारी तीर्थ स्थान है, हजारों यात्री वहां आते रहते हैं और भीड़ लगी रहती है। इसलिये इन तीसरे दर्जे के यात्रियों के लिये अलग से किसी अच्छे बेटिंग रूम बनाने की व्यवस्था होनी चाहिये। वहां के लोग इस की आशा भी बहुत कर रहे हैं। मुझे आशा है कि इस पर ठीक से विचार किया जायेगा।

बडनगरा और खाचरोड वह दो बहुत महत्वपूर्ण और बड़े स्टेशन हैं जहां पर कि हजारों यात्री आते हैं। कई सालों से मांग की गई है कि वहां अगर क्लाम के लिये बेटिंग रूम की व्यवस्था की जाय लेकिन अभी तक रेलवे ऐडमिनिस्ट्रेशन ने इस पर ध्यान नहीं दिया। इस की ओर भी ध्यान दिया जाना चाहिये।

पिपलोदा बागला एक स्टेशन है जो उज्जैन और नागदा के बीच में है। वहां के किसानों को बड़ी तकलीफ है और वह यह कि पहले वहां पर जो रेलवे क्रासिंग थी उसको अब हटा दिया गया है। नतीजा यह हुआ है कि जो किसानों के मवेशी उधर से जाते थे उनके आने जाने का रास्ता बिल्कुल बन्द हो गया है। अगर रेलवे बोर्ड वहां से रिपोर्ट मगायेगा तो उसको इसका सही पता चल जायेगा कि वहां पर एक ओर तो खेत हैं और दूसरी तरफ को वहां से जाने के लिये कोई भी रोड बना दी जाये या फिर जो पुलिया है उसी को चौड़ा कर दिया जाये ताकि मवेशी उस रास्ते से आ जा सके।

[श्री राधे लाल व्यास]

मोपास स्टेशन के बारे में मुझे अधिक कहना नहीं है क्योंकि मैं समझता हूँ कि सदन में इस पर काफी ध्यान दिलाया गया है। जो बातें कही गई हैं, उनके लिये जल्दी से व्यवस्था की जानी चाहिये।

जो हमारे मध्य प्रदेश की नैरो गेज लाइन है, वह छत्तीसगढ़ में काफी है वहा की हालत की मुझे जानकारी नहीं है, लेकिन जहा तक मध्य भारत का क्षेत्र है, मैं कह सकता हूँ कि भ्वालियर से भिण्ड, शिवपुर, कला, शिवपुर और उज्जैन से नागर यह चार लाइने बहुत ही ज्यादा जरूरी है। ये चार लाइने ऐसी हैं जिन से रेलवे विभाग को काफी नुकसान हर साल हो रहा है। कम से कम तीसरी पंचवर्षीय योजना में यह लाइन हटाई जानी चाहिये। अगर ऐसा स्थाल है कि चूँकि यह रेलवे कायम है और रेलवे विभाग उस सुविधा को वापिस नहीं ले सकती तो फिर यह तरीका है कि इस जगह मीटर गेज या ब्राड गेज कर दें। नहीं तो इस को हटाने की ही जरूरत है।

उज्जैन गुना लाइन के बारे में मैं आपको हार्दिक बधाई देता हूँ और रेलवे प्रशासन से मुझे केवल यही निवेदन करना है कि वह इस काम को जल्दी से जल्दी शुरू करे। इसमें शायद अन्तिम निर्णय लेना बाकी है। मैं इस सम्बन्ध में एक ही निवेदन करना चाहता हूँ कि यदि शाजापुर को भी उसमें ले लिया जाये और शाजापुर, तराना होकर उज्जैन मिला दिया जाय बरसी (२२) के बजाये, तो एक खबान बच जायेगा और ज्यादा लाभदायक होगा। लेकिन यदि यह न हो सके और रेलवे बोर्ड यह समझे कि उसे अगर होकर ही जाना चाहिये, तो वह अगर होकर ही उज्जैन जाये, वह दूसरा विकल्प है। लेकिन जो तीसरा विकल्प है कि वह सीधे नागदा से ही जाय,

यह ठीक नहीं है और इसे खत्म कर देना चाहिये। आने वाले जमाने में कोयने की लपट ज्यादा होने वाली नहीं है, ऐटमिक पावर आने वाली है इसलिये अगर उज्जैन न जाकर इन्वीर होते हुए वह सीधे नागदा से चली जाये तो न तो यह देश के ही हित में होगा और न रेलवे विभाग के ही हित में। उज्जैन और इन्वीर से उसका सम्बन्ध है, इसलिये उज्जैन तक उसे जरूर जाना चाहिये। आशा है कि रेलवे बोर्ड इस पर ध्यान रखेगा।

एक बात की धोर मैं विशेष रूप से आपका ध्यान दिलाना चाहता हूँ। उज्जैन एक बहुत ही प्राचीन और बड़ा इतिहास प्रसिद्ध नगर रहा है। हमारे प्रधान मंत्री जी ने जब मध्य प्रदेश की राजधानी का फैसला दिया था तो इस सम्बन्ध में उद्गार प्रकट थे वे यह थे

"Ujjain seems to be an ideal place for a great university I would strongly urge upon the Government and the people of Madhya Bharat to make Ujjain a great centre of culture and learning"

हमारे यहा भी रेलवे बोर्ड के कई इस्टि-ट्यूशन है। कितने ही ट्रेनिंग सेक्टर उज्जैन में खुले हैं। अगर विद्यार्थियों के रहने के लिये एक होस्टल की रेलवे बोर्ड निर्माण करा दे तो बड़ा अच्छा हो। वहा यूनिवर्सिटी भी है कालेज भी है, टेक्निकल इन्स्टिट्यूट भी है, वहा पर मीटरगेज भी है, नैरो गेज भी है और ब्राड गेज भी है। रेलवे बोर्ड को उज्जैन को शिक्षा का सम्पूर्ण केन्द्र बनाने के लिये अपने विभाग से सम्बन्धित जो शिक्षा है उसके लिये यदि कोई सस्था बहा पर कायम करे तो मैं समझता

हू कि यह उस नगर का बहुत बड़ा सौभाग्य होगा ।

नई लाइनों के बारे में मेरे मित्र सेठ मोहिन्द दास ने काफी कहा है और मेरे मित्र श्री जांगडे ने भी कहा है । मुझे आशा है कि उस पर ध्यान दिया जायेगा ।

Shri Birendra Bahadur Singhji (Raipur) Mr Speaker, Sir, I am very grateful to you for giving me an opportunity to speak a few words. At the outset, I may say that I will not be taking a long time because it was only a few minutes ago that my hon friend Shri Vyas has just spoken, and yesterday, Seth Govind Das enlightened us on the subject a lot. What I feel, somehow or other is, either the Railway Board are not paying much attention to this backward State of Madhya Pradesh or it may be just possible that the Government of Madhya Pradesh are not trying to impress upon them the necessity that exists in that State in regard to the railways.

I can assure you that in the first Five Year Plan nothing was provided for Madhya Pradesh. The Second Five Year Plan is practically coming to a finish. Madhya Pradesh did not receive all the help. I have gone through all the books that have been presented to us, and they will vouchsafe for the fact that there is no mention regarding any kind of amenities, railway lines, etc., in Madhya Pradesh. I clearly cannot understand this. I have travelled over all these railways, and when I have seen what is happening in other States, I really feel ashamed to bring in here the case of Madhya Pradesh.

We have got the capital of Bhopal which is a railway junction. Time after time, the P.R.C. report and everyone indeed have recommended to the Government that Bhopal must have a very good station. I saw only a month ago that a new station is being built on the main line of the Eastern Railway, at Dhanbad and

Gaya, the distance between these stations being hardly 120 miles. I have not been able to understand why, when even the P.R.C. report and everyone have recommended some new stations in Madhya Pradesh, yet not one single station has ever been built in recent years. I cannot understand this discrimination. I would not like to take a long time, but I may mention a few cases. According to recent developments, there is going to be another difficulty about Madhya Pradesh, namely the rail-road competition. I understand that the railways are thinking of applying the brake, so far as road transport is concerned. Here I can give a glaring example to the House. From Raipur to Dhamtari the distance is about 48 miles. There are many motor transport services but naturally, there is only one rail service and that takes nearly 8 hours for travel from Raipur to Dhamtari, a distance of 48 miles. Now if the authorities, in order to avoid rail-road competition, abolished road transport services, there will hardly be any chance for the people to travel from Raipur to Dhamtari. I have written so many letters to the Railway Board and also to the Minister requesting them to consider the question of putting up broad-gauge lines and connecting it with Balad. But I have not received any reply in the matter. I am also very sorry to say that one of the letters, which was sent registered acknowledgement due, came back without being received by the Railway Board. If this is the way that things are happening, I do not know where to go and whom to speak to.

Here is a State which is very backward. The P.R.C. have recommended many things. But the Government of Madhya Pradesh does not seem to be impressed with them and whenever we get an opportunity to send some proposals those proposals are just thrown out. I am saying this because I find from the books that have been presented along with the budget that there are no proposals, so far as Madhya Pradesh is concerned.

[Shri Birendra Bahadur Singhji]

I will now take up the question of passenger amenities. In a station called Dengargarh in the South Eastern Railway the catering service which was in existence for the last 50 to 60 years had been abolished. That is in the Gondia-Raipur section. Similarly, in four places in Madhya Pradesh, namely, Dengargarh, Chindwara, Sahdol and Nampur the catering establishments which were in existence for a long time have all been abolished. All this is happening in Madhya Pradesh.

Then—I do not know, but I hope hon Members have travelled in the air-conditioned coaches—there is one beauty about them. The fares of the air-conditioned coaches are charged full, but they are only partially air-conditioned. Persons who are travelling in the air-conditioned coaches are supposed to pay full fares, but air-conditioning is only partial.

Mr. Speaker: What does the hon Member mean by partial air-conditioning?

Shri Birendra Bahadur Singhji: It would be seen that one is vestibuled from one end to the other. Others are partially air-conditioned because there are first-class coaches or four-berth compartments. It can be seen from the budget papers.

The Deputy Minister of Railways (Shri Shahnawaz Khan): I am afraid the hon Member has misunderstood what is partially air-conditioned. What is meant by partial air-conditioning is that a train may have some coaches which are air-conditioned and some coaches which are not air-conditioned.

Shri Birendra Bahadur Singhji: I am not referring to that. Partially air-conditioned compartments do not provide the same facilities which are provided in vestibuled trains. But the charges are the same.

Shri Harish Chandra Mathur: The hon Minister is wrong. There is some

difference between them. In the partially air-conditioned coaches the corridor is not there and the entrance is from the two doors. All the doors remain open. They are not fully air-conditioned. I do not know of any railways where all the coaches are air-conditioned. The explanation is wrong.

Shri Birendra Bahadur Singhji: I wish to know from the authorities about this what amenities have been provided between Gondia and Raipur in the South-Eastern Railway.

Then I will give another instance where the orders of the General Manager of the South-Eastern Railway were not complied with. I have got this information from very reliable sources and I am prepared to prove this. The General Manager of that railway told a certain officer that it would be better not to attach more carriages to 2 Up and 1 Down Howrah-Bombay mail. An officer sitting at the Railway Board, a certain Secretary, wrote back, ignoring all the orders of the General Manager of the South-Eastern Railway, attached bogies in these trains for Virangam etc as he himself was interested, thereby depriving the third class passengers. I have sent a letter to the Railway Board, giving the name of the officer concerned, giving all the particulars, so that the matter may be examined and have till this date not received any answer.

Shri Braj Raj Singh (Firozabad): Have they received it?

Shri Birendra Bahadur Singhji: I sent it by registered A.D. It came without the acknowledgement of the Minister.

Mr. Speaker: Why did he not write to the Minister?

Shri Birendra Bahadur Singhji: I have said that one I sent and A.D. letter to the Minister and it came back without the signature. Just now

I am not able to lay my hands on it. I am prepared to show it. I am not talking nonsense. I am placing facts before you. I will bring it tomorrow.

Coming to the Railway Protection Force, though our expenditure on Railway Protection Force has increased, I have seen that they only click the heels and give a good salute. That is the only job that they do. Thefts in the *mal godams* are going up. A number of persons have been murdered; thefts and kidnapping have increased since the Railway Protection Force has come into being. Previously there used to be Watch and Ward staff. Then it was better. Now lakhs and lakhs of rupees are spent on the Railway Protection Force. I would like to know where they work and what work they do, because we find that the number of murders and kidnappings are mounting up.

There was a good line in a famous Indian picture and if the Railway Board follows that policy, it would be very very wrong. That line says:

बिम्बत हमारे माथ है
बकने वाले बका करें

If that is the policy and if nothing is done in spite of the demands by the Members of Parliament, then it would be very wrong. If the Minister does not care what we say, then I do not think there will be any improvement in the Railways. I do hope that this line which I have quoted they will not follow:

किस्मत हमारे साथ है
बकने वाले बका करें

But if they do this, I do not know where it will lead us to.

I would not like to take the time of the House. There are many other subjects which I could not deal with because of want of time. I hope the

Railway Board will pay special attention to the South-Eastern Railway.

Now I will come to the Southern Railway. Because I go to Ootacamund, I know the position there. Time after time I have asked the authorities for an over-bridge at Mettupalayam. On the Mettupalayam line when the tram arrives at Mettupalayam and you have to go towards Ooty you have to cross the line. Up till now, in spite of repeated requests they have not provided any over-bridge.

Similarly in Raipur for the past five years we have been asking for an over-bridge connecting the two mohallas. Though we have asked for that over-bridge no one has bothered about it. So, I would request the Minister to go through the amenities. They may kindly examine the facilities provided for the good of the public and see whether any improvements can be made in them.

Shri Hem Barua (Gauhati): Mr. Speaker, as I was listening to the Railway Minister yesterday about the attempts made to bring unity between the two federations I tried to follow him. At the same time, I was very happy that he is very serious about this problem of unity for I was unhappy when I did not find any reference to this particular aspect in his budget speech, because we expected a reference at least to the award given by Justice J. N. Mazumdar. In this award we find the colour of the National Federation of Indian Railwaymen being thoroughly exposed, and there Justice Mazumdar is very emphatic on a particular point. He says that "the NFIR cannot legally take the stand which it has taken". It was in the presence of Shri Jagjivan Ram, on the 20th of November, 1957 that this Federation agreed to implement the decision by a target date, and the target date is June, 1958.

It is these people who withdrew from the negotiations and it is a pity to see that it is this Federation which is enjoying the recognition of the

[Shri Hem Barua]

Government. On the other hand, the A.I.R.F., which legitimately deserves recognition, has been denied recognition.

Possibly, the hon. Railway Minister is very serious in his intentions, but he might be wrongly advised by his administration. It is because of this that things are happening like that. I will just request the Ministry, the administration in general, not to camouflage and complicate their designs by taking recourse to these sort of measures but to attempt to see as to where they have gone wrong and then try to right that wrong. That would be doing some service to the railwaymen in general.

My information is—I do not know whether I am correct—that a categorical assurance was given by the hon. Railway Minister and by the hon. Prime Minister also, when some representatives of the All-India Railwaymen's Federation met them, that in case these talks fail for this reason or that, the demand of the All-India Railwaymen's Federation for recognition will be a justified one and it shall be considered. But, I am sorry to find that the All-India Railwaymen's Federation is kept as *de jure* un-recognised, whereas on the other hand—there are positive instances—the National Federation is accorded recognition and at the same time it is given *ex gratia* favours and advantages. Now it looks like that, that is, there is an attempt in some quarters to see that All-India Railwaymen's Federation withers away and the dream of unity in the ranks of labour in the Railways be realised through the withering away of the All-India Railwaymen's Federation. But I can assure the House and the hon. Railway Minister also that the All-India Railwaymen's Federation is not going to wither away. It is going to live and work for the workers in general. My appeal to the hon. Railway Minister is to see that the entire matter is examined anew and we offer our whole-hearted co-operation towards the realisation of the

dream of unity that the hon. Railway Minister was so kind to place before this House yesterday.

Now, I have to say about another thing and often I feel it rather very seriously. It is the border firing there in the Eastern sector in the Indo-Pak frontier. The relations are deteriorating. There are positive instances of it. In 1958 a member of a railwaymen's family was killed in Maishashan. That was due to the bullets fired by the Pakistani troops that entered into a railwayman's quarter. That man lost his life. During the Naga trouble, two railwaymen on duty lost their lives because they were shot at while they were on duty by these Naga hostiles. These are positive instances of how railwaymen and members of their families have lost their lives. Now there is incessant firing coming across the border. There is ceaseless firing in spite of all our attempts to settle matters to the satisfaction of both the countries. But somehow or other we have failed. The Karachi talks have failed. This has been admitted on the floor of this House.

Now, for this one thing is imperative and that is that some measures by the Railway Ministry be adopted for the protection of the life and property of the people working in these border areas affected by Pakistani firing. For that I would suggest to the hon. Railway Minister to erect masonry baffle walls around the railway buildings and the service buildings like pump-houses, sheds etc., as also against the railway quarters in the colony in these areas particularly affected by Pakistani firing. At the same time I would suggest to the hon. Railway Minister to provide necessary equipment to railwaymen on duty to save their lives, if necessary, from these stray—or deliberate, it might be—firings resorted to by the Pakistani troops. At the same time there should be provision for trenches as also electrically operated sirens in these border areas because there are

positive instances of our people being killed. I have cited these instances I place this matter before the hon Railway Minister for his kind consideration

There are certain problems about the North-East Frontier Railway I thank the hon Railway Minister for giving a separate zone to this State, but at the same time since the inauguration of this zone, officers who have been sent to work there, including those officers who worked in the ex-Pandu region, straightway get three increments because the cost of things in Assam is very high I do admit that the cost of living in Assam is very high These officers are given three increments straightway, and when we take into account these increments we find that the increments range from Rs 75 to Rs 150 a month These officers get fat salaries At the same time they are having straightway three increments ranging between Rs 75 and Rs 150 a month I do not quarrel over that But at the same time Class III and Class IV employees are denied the privilege of any increment of whatsoever nature If the prices of things are high for the officers, they are high for the Class III and Class IV employees as well Now, the grounds advanced by the Railway Ministry for denying this legitimate right to the Class III and Class IV employees are—they say—that they enjoy an allowance called the Assam Compensatory Allowance When they say this it sounds very grandiose, but what about this Assam Compensatory Allowance? It ranges between Rs 3 and Rs 10 a month A man, who gets a princely salary of Rs 54 monthly, gets an allowance of Rs 3 a month, whereas an officer who gets a monthly salary of Rs 500 or Rs 600 gets an allowance of Rs 150 a month, because things are very costly there Then, a man, who gets Rs 141 a month, gets Rs 10 per month, that is, the highest sum of the Assam Compensatory Allowance The Government professes socialism and the Government wants to achieve this end By socialism I

understand that it is an economic process which seeks to reduce differences to a minimum But in this particular case, instead of trying to reduce the differences to the minimum, they are just elevating the differences to the maximum That is what has happened I draw the pointed attention of the hon Railway Minister to this particular fact

Then there is a machinery called the negotiating machinery to settle the day-to-day disputes concerning the railwaymen through mutual understanding But when we examine this negotiating machinery and the type of work that it performs, we find that this negotiating machinery is a complete mockery My experience is that being connected with the Railwaymen's Union Out of 50 per cent. cases that come before these negotiating committees, quite a large number are shelved on the ground that they are being referred to the higher authorities for decision Other cases are being shelved on the plea that they are "being looked into" It is a pity to see that most of the cases that are shelved on the plea that they are "being looked into" are static, in the sense, that they exist on that level, that is, 'being looked into' level About the other 50 per cent about which decisions are taken, in a majority of cases the decisions are taken but the decisions are not implemented That is my experience covering a period of six years

In a recent circular issued by the General Manager of the North-East Frontier Railway dated the 28th January 1959, the terms of reference of the negotiating committees are being squeezed by imposing newer limitations Here, in this circular, the General Manager says

'No individual case concerning transfer, postings, promotion and punishments not involving any matter of policy or principle can form the subject matter of negotiations or correspondence with the Union'

[Shri Hem Barua]

This is a very peculiar thing. Who is to judge whether a matter involved is a policy matter or not, or is a principle or not? Who is to judge this? It is the railway officer who will judge this, and the opinions of the railway officer are bound to be partial because they are part and parcel of the machinery. I do not say that there are no honest officers, I do not say there are not straightforward people. There are, but at the same time, the process is something like this, that the entire machinery is something like this, that they are bound to be partial, and it is these people who are to judge whether a particular matter is a matter of policy or a matter of principle or not, and this is also the pretext under cover of which most of the cases regarding transfers, positions and promotions are shelved, and the union is denied the right to represent its case.

Now about the agenda of this negotiating committee. Items in the agenda are limited to 30, including sub-items, and the whole thing is to be rushed through in the course of a day. Often it so happens that the agenda is never covered. It is humanly not possible to cover all the 30 items, because the cases are so many, the grievances are so many, and the disputes are so many. In most of the cases, these meetings too are postponed on flimsy grounds. Why is it done like that? I want the hon. Railway Minister to take active interest in this particular aspect of things and see that the meetings that are to be held for the welfare of the workers and in order to settle disputes through mutual undertakings are held in time and are not shelved on flimsy grounds.

The union writes letters on different matters to the administration, but in most of the cases these letters are never replied to. That is what has happened. These are the problems, some of the problems, that I want to bring to the notice of the hon. Railway Minister for quick disposal.

Speaking about travelling facilities, I may say that often I have the feeling that all the superannuated and dilapidated wagons and locomotives under the Sun are dumped on the railway lines in the Assam sector. I have an idea like that, an impression.

The Minister of Railways (Shri Jagjivan Ram): That is not correct.

Shri Hem Barua: That is my impression. If you travel from Lumding to Badaipur, the hilly line about which Pandit Jawaharlal Nehru has written possibly one of his best essays, 'In the Valley of the Surma', you will find that almost all the wagons and locomotives are in a dilapidated condition, and the trains run almost invariably late. They have to climb the hills, but it is because of the fact that the engines are so dilapidated and are at the same time so weak of vigour that they do not remind you of vitality, but they remind you of weakness and failure to keep to the time schedule.

These are the things that I want to press before the Railway Minister. I do not want to take much more of the time of the House, and I hope the Railway Minister would accept them in the spirit in which I have placed them before the House, and do the needful.

Mr. Speaker: Shri J. R. Mehta. After him, I will call Shri Mathur, then Ambalam, then Naval Prabhakar.

Shri Braj Raj Singh: What about the others?

Shri Bishwanath Roy (Salempur): Many of us did not get time in the current session to speak.

Mr. Speaker: These gentlemen also did not get time.

Shri Joachim Alva (Kanara): What about the districts where there are

no railways, where there is no semblance of the General Manager or a Member of the Railway Board ever visiting them?

Mr Speaker: The hon Member seconded the Motion of Thanks

Shri Joachim Alva: I could not speak about the railways there That was a different matter altogether

Mr. Speaker: He must ask another hon Member from the same place to speak

Shri Joachim Alva: There is no other Member from my district of Kanwar

Mr Speaker: All right, it will go without a railway

Shri D. C. Sharma (Gurdaspur): Is my name on the list?

Mr. Speaker. I have already told the House that as many as 86 Members spoke on the Motion of Thanks, 56 Members took part in the Railway Budget general discussion about 16 or 17 persons have taken part already on Demand No 1 There are yet 200 hon Members who have not even spoken since the inception of this Parliament I am trying first to give opportunity to those Members who have asked for a chance and who have not spoken on the Motion of Thanks and also on the Railway Budget general discussion

Shri Jagjivan Ram: That is very fair

Mr. Speaker: I am also trying to distribute according to the States If, after they are all exhausted, there is still some time remaining, certainly other hon Members will have a double chance

Shri D. C Sharma: I am one of them.

Shri Braj Raj Singh: Policy matters have to be discussed.

Mr. Speaker: Policy matters have been discussed So far as policy

matters are concerned, on the general discussion of the Budget I have allowed opportunity to every political group in this House, not one but two chances Therefore, no hon Member can take exception Let me give an opportunity to hon Members who have not spoken at all during this session

Shri Rami Reddy (Cuddapah): May we take it that you will give us also a chance?

Mr. Speaker: I am coming to every one I will not forget

Shri Joachim Alva: I need only five minutes to speak of the woes of Kanwar

Mr Speaker: Very well Shri J R. Mehta

Shri Rami Reddy: Only five minutes

Mr. Speaker: I will call Rami Reddy also

Some Hon Members rose—

Mr Speaker: Order, order We are spending away the time.

Shri J. R. Mehta (Jodhpur): I shall begin with a small experience I have had lately of how a particular bus service enforces punctuality on its line I was travelling from Deoli and I wanted to go to Jaipur, and there I heard a bus man calling: any passengers for Jaipur? Jaipur is quite a lot of distance from Deoli, and I asked him how much time he would take and whether he would be punctual. He said that he could not afford to be anything else. I asked him out of curiosity: why? He said: "Our bus association has enforced a rule that the driver must pay one rupee for every minute of late running" I got into the bus, and I arrived at Jaipur exact to the minute. I wonder whether we can take a lesson from this for our purpose.

[Shri J. R. Mehta]

I quite concede that the matter is not so simple so far as the railways are concerned. It is not a question of the driver alone. There are so many others who come into the picture. The guard is there, then the condition of the track, the line clearance and the signalling, all come into the picture. But even so, I think that if we maintain a record of all those who count, and if we take punitive action against those whose performance is faulty, or even reward those whose performance is good enough, then probably we might be able to achieve results.

This might look a small matter, this late running of trains, but I am sure, the hon. Railway Minister and all those concerned will agree that this has a very demoralising effect on the general public, and even though the performance of the railways in other spheres might be very good, it loses much of its value.

Then I would like to say a word about accidents. The hon. Railway Minister has explained that since we are expanding on a very big scale and there is a lot of stress and strain on the workers and officers, there is that element of human failure, and that is responsible for most of the accidents. There is a lot of force in that contention, but I think we should not overlook the fact that there is another factor which plays a very important part, and that is the factor of discipline. Whatever you may say, we cannot gain say the fact that the standards of discipline are not as good as they ought to be, and probably, so far as the public impression goes, they are going down. I concede that this is a malaise which affects not only the railway administration, but probably the entire administrative machinery, and it affects even our political and social life also. But that is no reason why the railways should not make a special effort to put their own house in order. Being the biggest national

enterprise in this country, they ought to and they should be capable of setting an example to other State undertakings.

I know that the hon. Railway Minister and the Railway Board are aware of this. I recollect that some months back I read in the papers that a conference of General Managers had been called and that they were given powers to ruthlessly deal with all cases of default in the matter. That was a step in the right direction. I think I wrote to the Railway Minister saying that some further action was necessary in the direction of strengthening the hands of the men on the spot, such as the station masters and the supervisors. I received a reply from him assuring that the matter was already engaging the attention of the Railway Board and that some adequate powers had been given to these people. That is good so far as it goes. But I still feel—and it is a feeling which is shared by many people, officials as well as non-officials—that something more is required in that direction. We must strengthen the hands of the men on the spot.

In this context of discipline, there are one or two other factors to which I should like to draw the attention of the hon. Minister. We have now special vigilance staff and special inquiry officers and so on. My feeling is that the way these vigilance officers and special inquiry officers function, and I may add, the so-called personnel branches function, has a great bearing on this question of discipline. I would not go into the details, but I would say that the manner in which they function at present is such that there is a tendency sometimes to bypass or undermine the authority of the officers in whom disciplinary powers would have normally vested if these special staff had not come into being. It is said that too many cooks spoil the broth. I have a feeling that the multiplicity of special officers leads sometimes to

diffusion of responsibility I would very much wish that the Railway Minister and the Railway Board would look into this aspect of the question

Another point that I might mention in this connection is this It seems to me that there is a great tendency towards multiplicity of the categories of officers I have just referred to the vigilance staff

1823 hrs.

[MR DEPUTY-SPEAKER in the Chair]

I understand that there is vigilance staff at the Railway Board's level, then there is vigilance staff at the general managers' level, and there is vigilance staff at the level of the departments as well I would ask this House to consider whether this does not lead to overlapping and does not tend to create some confusion Here again, I do not want to be dogmatic, but it is a matter which I think, needs to be looked into

Another matter of a similar nature but which is rather serious, is this I understand that whereas some time back there were two or three or four inspectors on the line, their number has now increased to as many as 36 I am not in a position to enumerate all those categories, but I would mention just a few For instance, there are form inspectors, commercial inspectors, sales inspectors, chasing inspectors, traffic inspectors, claims inspectors outstanding inspectors, statistical inspectors, stationery inspectors, safety inspectors, accounts inspectors, audit inspectors and cash inspectors and so on

Shri Braj Raj Singh: There are no corruption inspectors?

Shri J. R. Mehta: We do not want corrupt inspectors!

Shri T. B. Vittal Rao (Khammam): What about punctuality inspectors?

Shri J. R. Mehta: I have not enumerated all We have an army of

railway officers here in the official gallery, and I doubt whether if they were asked to enumerate all those off hand, they would be able to complete the list

My own feeling is that I quite see that as things stand, and as the organisation is getting more and more extensive and complicated, probably we cannot do away with this multiplicity of officers entirely, but I think they are doing it with a vengeance

Shri Jagjivan Ram: How many are new introductions?

Shri J. R. Mehta: I have said that some time back there were only two or three or four, so far as my information goes I stand open to correction But my own feeling is that it would be worth while examining whether we cannot have some multi-purpose inspectors who might look into some of the allied matters also when they go out on the line For, apart from everything else it will save the time of the station masters, they have to attend to so many inspectors coming off and on, almost every day, and I am sure that must be eating away most of their time, and must be leading to neglect of their other essential duties

Another matter which I want to bring to the notice of the Railway Minister is this We have a pension scheme on the railways, and I am assured it is a very good scheme, and a very attractive scheme Yet, I find that out of 9 or 10 lakhs of people, only 23,000 or so have opted for the pension scheme so far Surely, if this information is correct, it is a very serious matter which needs to be looked into I am not mentioning how many of them have been sanctioned pension so far That number, I am told is negligible Apart from that, the very fact that only two or three or four per cent of employees come forward to take advantage of a pension scheme which is said to be very attractive needs very serious consideration I am told that probably

[Shri J. R. Mehta]

the reason is that the cases take too much time to be disposed of. I hope the observations that I have made will be taken in the spirit in which they have been made. We are all proud of our railways, but I think it is up to us, up to everybody, including the Railway Minister and the Railway Board and the workmen of the railways, to make it as model and efficient an organisation as possible.

In conclusion I would say just one word more and that is on a subject on which, you, Mr Deputy-Speaker, took the floor of the House this morning, namely the case of backward areas to be taken into consideration. You, Sir, cited one case in which you thought

Mr Deputy-Speaker: If there are many others then mine loses that importance of backwardness.

Shri J. R. Mehta: I should think so, because I think I have a better case than the one that you were good enough to espouse this morning. I have in mind the case of the area which is to be served by the Rajasthan canal. We are all proud of our planning, and we must remember that when the canal will come into being, probably about 10,000 square miles or so—I am not sure about the figure—will be brought under cultivation, and I think that area will be the greatest granary of India, and when the grain is produced or other cereals are produced, there will be economic and industrial activity in this area, and we must plan from now onwards to have a railway line to serve that area. Otherwise, all our planning will go waste.

Shri Harish Chandra Mathur: Mr Deputy-Speaker, Sir, when the hon. Minister of Railways spoke yesterday, I think, he was more than generous in his assessment and appraisal of the appreciation which was given by the hon. Members of this House. I think there was more

of criticism and complaint than of appreciation, and the speeches which have just preceded only confirm my observations. I wish that the Railway Minister does not run away with the idea and with the wrong impression that this House feels that the Administration has been running on very sound lines. Of course, we never hesitate to give the appreciation and credit where it is due. I would not hesitate to say that certain effort has been made and certain achievements have been made of which we may well be proud. But when we take a dispassionate view we will have to say that there is much to be desired and that the Railway Administration must be on its toes if they wish to earn the respect and confidence of the country at large.

I will try to confine my observations today only to Demand No. 1 which refers to the Railway Board. The Railway Board, I presume, is concerned mostly with policy matters and the planning and with overall control. My first observation is that there has been an undue expansion of the Railway Board. We have not been able to keep any check and control over the rising expenditure. The hon. Minister was at pains to explain about the cost of operation. I would rather start with the Railway Board itself.

I have every reason to believe that what we call Parkinson's law of increasing staff and personnel and the increasing efficiency is in full operation in the Railway Board itself. I do not make general observations and I would rather like you to examine the facts and figures. It was only in 1954 that we had in the Railway Board 73 officers. I am not going very far back. I am only going back to the year when the Plans were in full swing. On 31st March, 1957 the Railway Board had 205 officers. Just imagine, it is more than 250 per cent of what it was in 1954. Similarly, about the clerical staff. In 1954, i.e.,

on 31st March, 1954, the ministerial establishment of the Railway Board was 457. As against that, on 31st March, 1957, it was 1,087. I do not see any justification for such an expansion. I feel that the Railway Minister will find himself a happier man if he cuts down the staff by at least 50 per cent.

Shri Jagjivan Ram: The process has started.

Shri Harish Chandra Mathur: I am very glad that he says that the process has started because what is in evidence at the present moment is that the process is in the reverse direction. It has been going on with such accelerated speed that nobody can understand and forgive. The number of officers has risen from 73 to 205 within 3 years. Similarly, the ministerial staff. I say this not only because of certain economies that will be effected but because I am more than certain that this will result in much greater efficiency. It would be much better if the Railway Board confines itself to the aspects of planning, if it confines itself to overall control, if it confines itself only to important matters instead of dabbling in every small matter. There should be decentralisation, and if decentralisation is there, the Railway Minister will himself feel happier and the Railway Board will be able to give its proper attention to proper things. At present, too many things are being done in the Railway Board and this, in itself, increases the expenditure which is not at all warranted. I am sure that if family planning is needed anywhere, it is in the Railway Board and I hope the Railway Minister will understand the implication of family planning.

While speaking about economy I pass on to another aspect of it. As I just submitted, while we appreciate many projects, while we appreciate the performance of Chittaranjan, while we appreciate the performance in Perambur, while we know about the Ganga Bridge and while we know about so many projects and appreciate them, at the same

time, we have genuine apprehensions and reasons to believe that we are not getting the proper return for the money we are spending even on these projects. There is, no doubt, waste going on everywhere.

You will remember that I had asked on the floor of this House more than once, if the Railway Ministry concedes as every other Ministry does under the various plans, to have an evaluation of its projects. We had the Chambal Project in Rajasthan; we had the Bhakra Nangal project. A study team or committee with Shri Gadgil as one of the non-officials was appointed to go into the working of that project and they made a very valuable report. I think it is very necessary that a similar evaluation report should be prepared in the case of these projects and programmes which have been undertaken by the Railways. I am talking only of policy matters. That will be very useful to the Railway Minister himself; that will also inspire confidence in the minds of the people that here is a report which is given by independent experts with one or two non-officials. I am not very fond of having big teams or big committees. You can have 3 or 5 persons, 3 experts who are independent of the Railways. That is a point which I would like to stress because they say that they themselves are trying to examine every project.

But in the various other projects in the public sector what we do is to appoint a team which had on them certain persons who were independent of the people who were in charge of these projects and who were in overall control of these projects. Then we get a fresh approach to the projects and a proper examination is made of them. So, if public confidence is to be regained, it would be necessary to have that sort of examination and evaluation report about the programmes and projects, more particularly when we are going to launch upon the Third Five Year Plan. This must be made available to all of us.

[Shri Harish Chandra Mathur]

I would like again to refer to the policy of the Railway Board in a broad way, in the matter of their expansion programmes. While you were speaking, you brought out the fact that a particular under-developed area had been neglected. My hon. friend who just preceded me mentioned the necessity in Rajasthan. As a matter of fact, I am not just asking for a railway line or for a certain survey in the Rajasthan canal area. But, I am more intensely concerned with the policy of the Railways.

What is the policy of the Railways? It is my feeling—and I will give you just certain facts which will corroborate that—that the policy of the Railways is, again, unfortunately, the same capitalist policy. When this capitalist policy in a large public sector is adopted it is more repressive than the private sector. They have an absolutely commercial outlook. They want to give lines only to those particular areas where they can get much better returns. They are not concerned with opening up the country or with those particular areas where the need exists.

There was a question put by my hon. friend Shri Morarka about the railway fare charged on the Churu-Fatehpur line. Because they are not getting a good return they want to charge more than double or something more than what they charge elsewhere. This prevents such areas from being developed. From the very beginning there is not much fertility in those areas and the railway line is going to create some enthusiasm in the people, but you just go and damp that feeling by a very outmoded policy of wanting to take more than what the paying capacity of that area is.

I am, therefore, very much concerned with this. I would certainly urge on the hon. Minister of Railways to give proper thought to this matter and to see that this capitalist attitude

in the drawing up of their programmes and policies is completely changed. Let us see that the Railways are not only a commercial concern but a utility concern also, and it is only on the basis of being a utility concern that they have been demanding such huge support in this House as well as in the Government and from the finances.

The next point which I would like to touch and about which I feel very strongly is about the road transport about which I had put a question today. It is unfortunate that the hon. Minister of Railways was not prepared to give the information readily available with him. I had asked for a specific information but that was not given to this House. He only wanted to give vague and general answers though it is quite obvious that to me that he has all the information in his hands because he has got this matter thoroughly examined and given it to the Planning Commission so that it may come to certain conclusions. I think it was unfair to this House not to part with the information available with him. Then we could have given him our assessment and criticism of the situation. While we are talking of the rail-road matter it is now for two decades or three decades that we have been hearing the word co-ordination. I do not know what is the meaning of this word 'co-ordination'. The story which the hon. Minister propounded yesterday was that he was not against road transport but that there should be no duplication. That is why I directly asked him the question so that I may have an opportunity to clarify the whole position. Apart from anything, the consumers' choice is there. There are various other factors which go very heavily in favour of the road transport. There is another factor which the hon. Minister should bear in mind. The time is changing. We are thinking of aeroplanes and we are living in a sputnik age. Why does he want the legitimate progress.

Shri Jagjivan Ram: I do not want; why do you want a railway line?

Shri Harish Chandra Mathur: That is, where the railway line has its utility. I certainly strike a discordant note and say that if it is in the interest of the country, it would be much better to cut down the Railway Budget by Rs. 200 crores and give it to the road transport and road development. I have no hesitation in saying, Mr Deputy-Speaker, what should weigh with the country is not what I say or what anybody else says. What is more important is what is going to be the line and the direction which we are going to adopt. That line and direction are the trends and the economic pressures. You cannot by your artificial measures and methods keep them pegged for a long time. (Interruptions)

Shri Jagjivan Ram: The railways should develop

Shri Harish Chandra Mathur: We have gone into the detail in this matter and I am prepared to answer the hon. Minister on every point. The case of the railways is that it is only the cream of the traffic which is being taken away by the road—the high-rated traffic. I challenge this statement. It is not exactly so. In spite of the heavy burden of taxation which had been imposed on the road transport, it has got inherent advantages and it is going to have greater advantages in future. We are living in an age where speed is the essence. In every matter speed counts more than anything else and so far as speed is concerned, the railways have not a pittance of a chance to compete with the road transport. I wish this country develops more of beautiful roads and bridges where we could have much quicker transport both for passengers and for goods. Let us not live in that anti-dated ideas. We have got a fascination for the railways. The railways are our greatest assets. We know what use to make of our railways. The hon. Railway Minister

has stated that the whole question is under examination. Even in his Budget speech and the other speech, he wanted to throw a damper on the road transport by saying that there should be certain curbs which have got to be applied to the road transport.

I may assure my hon. friend the Railway Minister that in a particular committee of road transport re-organisation, I have always tried to pull my weight in favour of the railways where it was necessary and due. If he goes through the evidence and observations made there, he will find that I have never hesitated to put my fullest force to see that a fair chance is given to the railways. The railways are the national assets. Everybody knows it. While talking about the national assets and national interests, we cannot forget the present and the future. On what lines are we going to develop? Speed is the greatest essence and there the railways have got a much less chance. This ghost of road-transport competition has obsessed the Railway Board and the Minister for a long time. It was unfortunate. One Ministry controlled both the road transport as well as the rail transport for a very long time. When the Estimates Committee found that the road transport was not getting a fair deal, they asked for the separation. I would like to remind the Railway Minister that I raised my lonely voice when they were separated. There was no necessity to separate the rail and the road transport; let us see and let us have a little more confidence in the Railway Minister. Why should the Railway Minister feel that the railways have got a special place in his heart? I spoke like that and I spoke very strongly that it was not necessary. Now, by the separation, what has happened? There is a sort of a clash between one Ministry and another which does not know the other side of the picture. One is pulling on one side and the other on the other side and is possibly helpless. I have got this feeling that these taxation mea-

[Shri Harish Chandra Mathur]

sures which we have before us—the heavy duty on diesel and tyres—were under the pressure of the Railway Minister I would like this point to be clarified, I was not in the Cabinet and I do not know what discussions took place. So, I would like to assure us that it was not under the pressure of the Railway Ministry to crush the development of the road transport.

Shri Jagjivan Ram: I have already stated that it was never at the instance of the Railway Ministry that these taxes were imposed.

Mr. Deputy-Speaker: The hon Member's time is up.

Shri Harish Chandra Mathur: I shall take just two minutes.

Mr Deputy-Speaker: But those two minutes have gone.

Shri Harish Chandra Mathur: There is another great duplication as my hon friend who spoke before me pointed out. They have now some safety officers. Who are they? I do not know. Certain questions were asked and certain reports about accidents were published. I think the hon Railway Minister and the Board in panic have just started this. What are they doing except poking their nose into the affairs of this man or that man as they have nothing else to do? I think we should do nothing in haste. We should not do anything just to please this section or that section.

Shri Braj Raj Singh: But the employment problem has been solved to a certain extent.

Shri Harish Chandra Mathur: If the problem has been solved, it is not through these safety officers. I wish the Minister appoints a committee which will go into the overall administration of the railways before the Third Plan sets in. We are spending a great deal and I definitely feel that there is scope for economy of about

100 crores. That is worth examining and it will give some satisfaction to the country at large.

श्री आसुर (रत्नागिरि) उपाध्यक्ष महोदय, रेलवे मंत्री जी ने हमारे लिए एक बड़ी सुविधा कर दी है। उस के लिये मैं रेलवे मंत्री को धन्यवाद देता हूँ।

उपाध्यक्ष महोदय : मैं बिनय करूंगा हर एक मेम्बर साहब से कि वह दस मिनट से ज्यादा न ले।

श्री आसुर इस बारे में मुझे यह कहना है कि दीवादास गांव रेलवे तो हों गयी। लेकिन एक और महत्वपूर्ण बात है जिस का जिक्र माननीय मंत्री जी ने अपने बजट भाषण में भी नहीं किया। वह है कोणकण रेलवे की बात। यह मांग केवल रत्नागिरि जिले की ही नहीं है। लेकिन केरल, मद्रास, कर्नाटक इन सब जगह के लोगों की ओर से यह मांग हो रही है और वह अपनी सुविधा के लिये कोणकण रेलवे की डिमांड कर रहे हैं। तो मेरी मंत्री जी से प्रार्थना है कि तीसरी योजना में इस के लिये भी व्यवस्था की जाये।

दूसरी बात कर्मशायल क्लर्क के बारे में कही जाती है। मंत्री जी ने अपने भाषण में बताया कि सब कर्मचारी अच्छी तरह से काम कर रहे हैं।

रेलवे में गुड्स ट्रांसपोर्ट और बुकिंग का काम कर्मशायल क्लर्क ही करते हैं। उन की सुविधा की ओर भी ध्यान देना आवश्यक है। उन के बारे में बहुत से वर्षों से झगडा चल रहा है और वे हमेशा अपनी डिमांड्स रखते रहते हैं लेकिन उन को पूरा नहीं किया जाता है। १९५६ में रेलवे मंत्री जी ने उन के लिये साढ़े सैंतीस परसेन्ट अप-ग्रेडिंग डिक्लेयर किया था, लेकिन उस पर अमल नहीं किया गया है, जिस के कारण

वे लोग बहुत परेशान हैं। मैं यह निवेदन करना चाहता हूँ कि उन को यह सुविधा देने की कृपा की जाये, ताकि वे लोग नाराज न हों।

गुरुज सुपरबाइजर्ज की सिलेक्शन के लिए एक परीक्षा दो वर्ष पहले ली गई थी, लेकिन अभी तक उस का रिजल्ट नहीं निकला है। मेरी समझ में नहीं आता कि दो-दो वर्ष तक परीक्षा का रिजल्ट क्यों नहीं निकाला जाता है। इस पर विचार किया जाय और वह रिजल्ट जल्दी डिक्लेयर किया जाये।

मुझे समाचार मिला है कि साबरमती में रहने वाले रेलवे स्टाफ को जो सिटी एलाउंस दिया जाता था, उस को बन्द कर दिया गया है। मुझे ताज्जुब है कि वह एलाउंस १९१७ से दिया जा रहा था, लेकिन आज किस कारण से उस को बन्द कर दिया गया है। मैं यह निवेदन करना चाहता हूँ कि साबरमती अहमदाबाद कॉर्पोरेशन में है और वहाँ पोस्ट्स एण्ड टेलिग्राफ वालों को और बम्बई इलेक्ट्रिक बोर्ड के कर्मचारियों को यह एलाउंस मिलता है। इस अवस्था में रेलवे के कर्मचारियों के लिये यह एलाउंस क्यों बन्द कर दिया गया है। इस मामले की जाच की जाय और उन लोगों को फिर से एलाउंस देने की व्यवस्था की जाये।

इस सदन में रोड ट्रांसपोर्ट के विषय में भी चर्चा की गई है। प्रश्न यह है कि लोग रोड ट्रांसपोर्ट को क्यों ज्यादा पसन्द करते हैं। बात यह है कि जो लोग रेलवे से माल भेजते हैं, उन को इस बात का पूरा विश्वास नहीं होता है कि उन का माल ठीक समय पर और सुरक्षित रूप से पहुंच जायेगा। ठीक समय पर माल न पहुंचने के कारण जो नुकसान होता है, उस का ज्ञान होना आवश्यक है। मैं इस सम्बन्ध में उदाहरण देना चाहता हूँ। हमारे यहाँ सतेबर गांव से मिर्च की चार सौ बॉरी बैगन में बम्बई भेजी गई। किसी कारण वह बैगन साइडिंग पर पड़ी रह गई, जिस का परिणाम यह हुआ कि वह मिर्च एक महीने के बाद बम्बई पहुंची।

जब उस बैगन को खोला गया, तो पता चला कि जो मिर्च भेजी गई थी, उस मिर्च में और बैगन की मिर्च में बहुत फर्क था। इस का कारण यह था कि जब वह मिर्च भेजी गई, तो वह गीली थी, जोकि केवल पांच छ दिन रह सकती है, लेकिन साइडिंग पर पड़ी रहने के कारण वह मिर्च काली हो गई थी। जब रेलवे ऑफिसर को इस विषय में शिकायत की गई और उस से पूछा गया कि इस का घाटा कौन भरेगा, तो उस ने कहा कि आप ने मिर्च भेजी थी और अब आप को मिर्च मिल गई है हम को उस के कलर का पता नहीं है। इस प्रकार उस व्यापारी को दस, बारह हजार रुपये का नुकसान हो गया।

इसी तरह हमारे यहाँ मनमाद से बम्बई को कपड़े की गांठें भेजी जाती हैं, लेकिन कभी वे टूट जाती हैं और कभी बैगन से माल निकाल लिया जाता है। इस का परिणाम यह है कि छोटे-छोटे व्यापारियों को बहुत नुकसान होता है और उन्हें बड़ी परेशानी का सामना करना पड़ता है। इन कारणों से रोड ट्रांसपोर्ट बढ़ रही है। मेरी प्रार्थना यह है कि रेलवे प्रशासन के इन दोषों को दूर करने का प्रयत्न किया जाये, ताकि लोगों का ध्यान रोड ट्रांसपोर्ट की तरफ न जाये और वे रेल ट्रांसपोर्ट से माल भेजे।

अभी यहाँ इस बारे में चर्चा की गई और मुझे भी लगता है कि हमारे फाइनेंस मिनिस्टर अब रेलवे मिनिस्टर की सहायता के लिये आ गये हैं। रेलवे मंत्री की ओर से इस बात का प्रयत्न हुआ या नहीं, यह मुझे पता नहीं है, लेकिन यह तथ्य है कि फाइनेंस मिनिस्टर उनकी सहायता के लिये आ गये हैं।

अब मैं कटमां बीक के महत्वपूर्ण विषय के बारे में कुछ कहना चाहता हूँ। आज-कल कटमां बीक का अर्थ यह है कि केवल एक सप्ताह सब लोगों के साथ अच्छा व्यवहार किया जाय, लेकिन उस के बाद

[श्री अक्षर]

लोगों के साथ रेलवे कर्मचारी जो व्यवहार करते हैं, वह अच्छा नहीं रहता है। मैं ने माननीय मंत्री जी की प्रार्थना की थी और उन को पत्र भी लिखा था कि लाठी स्टेशन पर एक गार्ड ने एक पैसेंजर के साथ जो व्यवहार किया, वह बिल्कुल अशोभनीय और निंद्य था। मुझे उस पत्र का कोई जवाब नहीं मिला है। उस पैसेंजर के साथ जो बुरा व्यवहार किया गया, उस के परिणामस्वरूप उस को कौटुम्बिक कष्टों का सामना करना पड़ा। मुझे एक पत्र मिला है, जिस में कहा गया है—

"On account of the prosecution and harassment, the wife of the complainant was mentally worried and had to admit her in Bombay Hospital"

मैं यह कहना चाहता हूँ कि बटंसी वीक का यह अर्थ नहीं होना चाहिये कि केवल एक सप्ताह तो सब लोगों के साथ अच्छा व्यवहार किया जाय और फिर जैसा चाहे वैसा व्यवहार किया जाय। पूना स्टेशन पर भी एक इसी प्रकार की घटना हो गई थी। वहाँ से एक महिला ने बम्बई जाना था। उस को पता नहीं था कि लेडीज कम्पार्टमेंट कहा है। उस ने इधर-उधर भाग कर जानने का प्रयत्न किया। वहाँ पर दो ए० एस० एम०, टी० सी० और गाइड खड़े थे। वे वहाँ पर खड़े थे लेकिन किसी ने उस महिला को यह नहीं बताया कि लेडीज कम्पार्टमेंट किस तरफ है, वहाँ चैट जाओ। एक यात्री ने उन का कहा कि आप सब लोग खड़े हैं, आप उस लेडी को बताते क्यों नहीं हैं, वह बेचारी परेशान हो रही है। इस पर उस जी को जवाब दिया गया वह मैं इस पत्र से पढ़ कर सुना हूँ—

"When I questioned the ASMs collectively as to why did they not guide the lady the reply was not to talk nonsense and it is none of our business."

उस को जवाब दिया गया कि यह हारा बिजनेस नहीं है, हम नहीं जानते हैं और जिन का यह काम है, वही इस को करे। जब रेलवे के आफिसरों की जम्मेदारी की भावना की यह क्या हो, तो रेलवे का काम कैसे ठीक तरह से चल सकता है ?

मैं ने रेलवे गाइड के बारे में प्रश्न पूछा था। मैं ने लगभग हर एक स्टेशन पर तलाश की है। यहाँ का रेलवे गाइड कौन है ? कहीं मुझे यह बताया गया कि यहाँ पर कोई रेलवे गाइड नहीं है और एक जगह यह बताया गया कि यहाँ की रेलवे गाइड स्टेशन मास्टर की पत्नी है, जब यहाँ पर अफसरान आते हैं तो वह आती है, वरना वह हर समय उपस्थित नहीं रहती। मैं रेलवे मंत्री जी से यह प्रार्थना करना चाहता हूँ कि इकानॉमिक प्वाइंट आफ व्यू से इस बात पर विचार करना चाहिये कि क्यों न रेलवे गाइड के स्टाफ को खत्म कर दिया जाय और इन लोगों का दूसरा काम ले कर पैसेंजरों को सुविधा पहुँचाई जाय। पैसेंजरों की एमनिटीज की बहुत चर्चा की जाती है, लेकिन उम्र वयस में जा कदम उठाने चाहिये वे नहीं उठाते जाते हैं। हम देखते हैं कि रेलवे स्टेशनों पर एस० एम० और टी० सी० घूमते रहते हैं और उन के पास कोई काम नहीं होता है। ऐसी व्यवस्था को जानी चाहिये कि जब गाडी स्टेशन पर आये, तो सब टी० सी० हर डिब्बे के आगे खड़े हो जायें और यात्रियों के आदर जाने और उतरने में सहायता करे। मुझे विश्वास है कि मेरे इस सुझाव पर विचार किया जाएगा।

यह कहा जाता है कि बम्बई की लोकल ट्रेन्ज पर बड़ी भीड़ रहती है और वहाँ पर एक्सीडेंट्स होते हैं। मैं यह निवेदन करना चाहता हूँ कि वहाँ भीड़ को कम करने और इस प्रकार एक्सीडेंट्स को रोकने का प्रयत्न किया जाय।

लेट रनिंग ट्रेन्ड के बारे में मुझे हमेशा पच-पचवहार करना पड़ता है। डीकेन क्वीन, जोकि हमारी प्रैस्टीज ट्रेन है, दो तीन घंटे लेट आती है। इस पर बिचार किया जाय और उस को समय पर लाने का प्रयत्न किया जाय। जहाँ तक फ्रिटियर मेल का सम्बन्ध है, पहले उस का समय तेईस घंटे था, लेकिन अब साढ़े चौबीस और पच्चीस घंटे हो गया है। पहले डीलक्स ट्रेन बाइस घंटे में पहुँचती थी, लेकिन उस को भी अब सठ तेईस घंटे लगते हैं। इस लेट रनिंग को खत्म करने का प्रयत्न किया जाना चाहिये और गाड़ियों को कम से कम समय में पहुँचाने का प्रयत्न किया जाये।

कैटरिंग के बारे में मुझे बहुत शिकायतें कहनी थी लेकिन समय कम होने के कारण मैं उन में नहीं जाऊँगा। गन साल जब बम्बई में बागिश हुई थी, तो उस समय कल्याण में जो पैमेंजर पड़े थे, उन को महायत देने के लिये स्पेशल ट्रेन भोजन के लिये भेजी गई। वहाँ पर जो चाय पिलाने की रेलवे का कैटरिंग डिपार्टमेंट की तरफ से व्यवस्था की गई थी उस को देख कर मैं तो हँसान हो गया और अपने मन में सोचने लगा कि जब रेलवे स्टेशन ठीक करनी है तो फिर जनता क्या न करे। और वहाँ के व्यवसायी अनुचित मुनाफा क्यों न कमाये। वहाँ पर रेलवे का कैटरिंग डिपार्टमेंट की ग्राहकों से ६ आने प्याली चाय बेची गई थी। उस बारे में मैं ने एक क्वेश्चन भी दिया था कि लोगों ने इस के बारे में शिकायत की थी और इस बात की चर्चा हा रही थी कि रेलवे डिपार्टमेंट ने ६ आने चाय का कप वहाँ पर बेचा। मैं चाहता हूँ कि रेलवे मन्त्री महोदय और उन का मन्त्रालय इस ओर ध्यान दे और लोगों को रेलवे विभाग की इस तरह से शालोचना और शिथिल करने का अवसर न दे।

14 hrs.

हमारे रेलवे मंत्री महोदय कभी-कभी घूमने रेलवे पर निकलते हैं। हमारे उप-मंत्री महोदय भी जब पूना स्टेशन पर घूमते हुए पहुँचे तो हमारी असोसियेशन के नेताओं के साथ यह कहा गया कि रेलवे के फर्स्ट क्लास कम्पार्टमेंट में रेल उपमंत्री महोदय उन के साथ मुलाकात करेंगे लेकिन दुर्भाग्यवश उपमंत्री महोदय वहाँ के लोकल अधिकारियों के कहने में आ गये और अधिकारियों ने उन को यह कह कर भटका दिया कि यह असोसियेशन वाले बहुत बातें बनाते हैं, लम्बी चौड़ी बातें करते हैं और मंत्री महोदय का उन के साथ मुलाकात करना ठीक नहीं रहेगा और यह हमारा दुर्भाग्य था कि वे फ्रक्सरों के कहने में आ गये और जिस का कि परिणाम यह हुआ कि वह मुलाकात नहीं हो सकी...

रेलवे उपमंत्री (श्री. शाहनवाज खाँ) : मैं यहाँ पर हाउस को यह बतलाना चाहता कि मैं तो पूना स्टेशन पर कोई दस घंटे गुजारे लेकिन मुझ में वहाँ पर कोई मिलने को नहीं आया।

Shri Assar. I am not speaking about you, I am speaking about Shri S. V. Ramaswamy बाद में माताम यह हुआ कि वे रेल के इंजन के अंदर बैठे थे और जब उन को मालूम हुआ तो मंत्री जी ने यह कहा कि मैं तो आप का गढ़ देखता था अब मेरे पास मुलाकात के लिये समय नहीं है। उन से जब कहा गया कि आप की मुलाकात तो फर्स्ट क्लास कम्पार्टमेंट में होनी थी लेकिन आप तो इंजन में आ कर बैठ गये तो हमें कैसे पता लगता तो उन्होंने कह दिया "आई ऐम सौरी, आई हैव नो टाइम"।

मैं चाहता हूँ कि रेलवे मंत्री महोदय इस ओर ध्यान दें और यह देखें कि जनता के चुने हुए प्रतिनिधियों को जनता की

[श्री: प्र.सर]

हिकायतें उन के सामने रखने का प्रबन्ध
मिल सके और यदि ऐसी व्यवस्था की जायगी
तो यह उचित होगा।

Mr. Deputy-Speaker: Shri Subbiah
Ambalam.

श्री नवल प्रसाद (बाह्य दिल्ली-
रक्षित-प्रमुखित जातिवा) : श्रीमान्, अध्यक्ष
महोदय ने यह कहा था कि मेरा नाम श्री
एच० सी० माधुर के बाद आयेगा इसलिये
मैं खड़ा हो गया।

उपाध्यक्ष महोदय मुझ से उन्होंने
कहा था कि प्रम्बलम् साहब को पहले बोलने
दिया जाय।

Shri Subbiah Ambalam (Rama-
nathapuram): Mr. Deputy-Speaker,
Sir, I am glad you have given me a
chance for a speech in the course of
the discussion of the Demands for
Grants under the railways. The deve-
lopment of the means of transport
and communications is very vital for
the progress of our nation. It not only
advances the agricultural production
and industrial production but also
strengthens the bonds of unity and
creates an emotional integration be-
tween different parts of the country
in this big continent. The Indian rail-
ways have really played an important
role in this aspect. They have contri-
buted to a revolutionary change
which is really significant. The Bri-
tishers who had a limited objective in
keeping this country under subjugation
spread over, in different parts of
the country, the network of the rail-
ways with a view to have a stronger
grip, economically and politically.
Now, the situation has changed, and
the demand from every part of the
country is for the construction of new
railway lines and for the restoration
of the dismantled lines. But, with the
limited resources, our Railway Min-
istry has not been able to fulfil all
the demands that have been put for-
ward from the various parts of our

country. However, in a new set-up,
especially in our welfare State, the
need for expansion of the railways
is enormous and is always increasing.
Not only do we need more of pas-
senger trains and more of goods trains
for our people to travel and to trans-
port the goods to different parts of
the country, but also for export to
overseas countries.

Railway travel is a cheap form of
travel for our poor country. It is the
duty of our Government to give more
travel facilities for passengers by
providing more passenger trains, ex-
press trains and more goods trains.
That would not only help industriali-
zation and the progress of our country
but would, in a way, help us to
bridge the gulf that now exists be-
tween the rural parts and the urban
areas.

I am glad to note that the hon.
Railway Minister mentioned yester-
day that we are also contemplating
to produce diesel engines and electric
locomotives. But as it is, we are still
in the steam locomotive age, when
other countries have passed that age
of diesel, the air age and even gone
to outer space.

In this connection, I would like to
draw the attention of the hon. Min-
ister to one aspect. Budget provisions
for construction and for survey of
new lines are being provided every
year, but the achievements in that
respect are very poor. A number of
lines still need to be surveyed or
constructed. I would like to mention
only one or two items. In the year
1957-58, budget provision was made
for reconnaissance of engineering sur-
vey for a new line linking Manama-
durai, via Aruppukkottai, with Viru-
dhunagar, but to our disappointment
no work was done and no expendi-
ture was incurred in that year. In the
subsequent year, that line found no
place in the budget and even in the
present year, nothing is mentioned
about that old line which was propos-
ed in the past years.

Similar is the case with another line in the South I would only recall that in the South, especially in the backward area of my constituency,—in Tiruvadanai taluk and the eastern portions of Ramnad district—there was a proposal even from the pre-war days that a railway link should be given from Karaikkudi to Tiruvadanai via Devakottai I understand that there was a survey made and even lands for the construction of the line were purchased or acquired, but no work has been done so far I do not know in what stage the progress of the work is and whether there is any such plan or whether the hon Ministers are aware of such a proposal

Then there was another proposal to link Karaikkudi with Dindigul, a distance of about 60 to 70 miles It is an important line connecting two district centres but no proposal nor a survey has been made No work about that has been done

I would only invite the attention of the hon Minister to the fact that every year new schemes and new budget proposals are made but very little work is turned out This shows that even though a number of schemes are prepared, even though a survey is made, they do not inspire confidence among the people that we will have our new lines constructed at all during the second Plan or even during the third Plan or in the subsequent Plans

I would next like to say a few words about the electrification of the Tambaram-Villupuram line This aspect has been under active consideration of our Railway Ministry for the past ten years The target was that before the end of the second Five Year Plan the Tambaram-Villupuram line should be electrified But now I understand that the programme has been phased and that before the end of the second Five Year Plan period the electrification from Tambaram to

Chingleput will be completed. It is only a distance of about 16 or 18 miles at the most, but the budget provision that has been made for this year is only Rs 4 lakhs, whereas the expenditure to be incurred is about Rs. 4 crores I do not know how we will be able to achieve even this target—this phased programme of electrification up to Chingleput—with the provision of Rs 4 lakhs

Shri Shah Nawaz Khan: It is only a preliminary arrangement.

Shri Subbiah Ambalam: We have hardly two years more We are practically at the commencement of the fourth year of the Second Five Year Plan I do not know how this phased programme itself will be completed before the end of the second Five Year Plan

There is another reasonable demand in this connection, and that is, this electrification should not only be extended up to Villupuram but also up to Virudhachalam in the light of the new developments that are taking place in the South, especially the Neyveli integrated project which is likely to go into production before 1962 We can therefore anticipate that there will be an increase in traffic in that line and new developments are necessary in that region Therefore I would request the hon Minister to pay more attention to this aspect and see that plans are also prepared for the extension of the electrification, up to Virudhachalam so that there may not be any bottleneck in the transport of goods and passenger service in that line

There is also a proposal to connect Tirunelveli to Cape Comorin As we know, that is an important centre for Tourists from all over the country, even from foreign countries, visit that place But we have no rail link from Tirunelveli to Cape Comorin This is an important line Budget provision was made even during last year Even this year a small sum is being provided. But the nature of

[Shri Subbiah Ambalam]

the money that is provided does not indicate any progress that is likely to be achieved in this direction. I would request the Ministry to allocate more money for the quicker implementation of this line so that these two important places, namely, Tirunelveli and Cape Comorin may be linked by the rail route.

Regarding the basic amenities to the passengers I would like to say a few words in respect of railway stations in my constituency. As the hon. Minister is well aware, there is a junction in the Southern Railway called Pampan, a junction where travellers from all over the country have got to get down to go to Rameswaram. But that important junction, Pampan, is without any electric light. Even though electricity is available and even though the town is electrified, the station is without any electric light.

Another thing in regard to that junction is that there is no waiting room. People have to wait in the open and sit on the benches. It is particularly more inconvenient for the ladies. Further, when there is no light, to go and wait on the platform is very dangerous. Then, stray dogs and cattle are found there during the night. Petromax lights are used only when the trains come and go. After that everything is enveloped in darkness. So, I would request the hon. Minister to pay attention to these basic amenities of this important junction where passengers from all over the country and even from abroad come to visit places.

Then I will come to another junction, and that is Karaikudi. It is an educational centre and a growing town. There are a number of arts and engineering colleges, training colleges and also the Central Electro-Chemical Research Institute. In fact, it is the educational centre in the South. But this unfortunate junction is without any covered platform. So, people are put to a lot of difficulties during

the rainy season. They do not have any shelter from the pouring rains. Then, there is not even an upper-class waiting room there. The room that is provided is so small that it can accommodate only 2 or 3 passengers at the most. So, passengers have to get away from the station for stay. I would request the hon. Minister to attend to this basic amenity also.

Then I want to refer to Tangachimadam near Rameswaram. This is one of the three stations in the island and it is in between Pampan junction and Rameswaram. There is a godown there and wagon loads of fish are exported or transported through that station. There is already a godown constructed by the railways. But there is no loop line for wagons for loading and unloading. So the wagons are always attached to passenger trains. Whenever things have to be loaded the passenger train is delayed. Only after loading or unloading is over can the passenger train leave. If there is a loop line then the goods wagons can be diverted to that line and the passenger train can proceed without any delay. On its return journey it can take the wagons. So, I would request the hon. Minister to investigate this matter and to make provision for constructing a loop line in that small station. That is all what I have to say.

Mr. Deputy-Speaker: I am feeling some difficulty. When the hon. Members rise to speak they say they would not take more than five minutes. But once the Member gets an opportunity even after ten minutes are over, he does not care for the bells. He takes 3 or 4 minutes more and finishes as he likes. I hope the hon. Members will kindly see to it that they do not exceed the time limit, because there are large numbers of Members who are desirous to speak.

श्री नवल प्रभाकर : उपाध्यक्ष महोदय
कल माननीय रेलवे मंत्री ने यह कहा था और

जी संसदीय मंत्री हैं उन की ओर से एक संसद सदस्यों की प्राप्ति हुआ था कि संसद सदस्यों के जो क्षेत्र हैं उन को ध्यान में रखते हुए एक कमेटी बन जायेगी और उस में बिचार विमर्श होगा। उस सम्बन्ध में मैं इतना ही कहना चाहता हूँ कि प्रत्येक राज्य के संसद सदस्यों को यदि वे बुलाये और उस से संबंधित क्षेत्र के अधिकारीवर्ग को बुलाये और उस क्षेत्र की क्या-क्या दिक्कतें और तकलीफें हैं, उन को जान कर गौर करे तो वह उपयुक्त होगा। यह मैं इसलिये कहता हूँ क्योंकि मैं ने ऐसे देखा है कि ६०, ७०, ८० या १०० संसद सदस्यों को बुला ले तो सब की बातें तो हो नहीं पाती हैं और घटे डेढ़ घटे के बाद वह मीटिंग समाप्त हो जाती है और उन की साइड से तो कर्तव्य पूरा हो जाता है लेकिन दूसरी ओर से जो कर्तव्य का पालन करना होता है वह पूरा नहीं होता है। मैं माननीय मंत्री से आग्रह करूंगा कि प्रत्येक राज्य के संसद सदस्यों को बुलाये और उन को बुला कर उन से यह जानें कि उन के यहां की क्या मांगें हैं, क्या उन की दिक्कतें हैं, तकलीफें हैं, उन को वे सुनें और उसके बाद मैं जो भी उचित निर्णय वह देना चाहे उस को दूँ।

यहां पर बहुत सारे सदस्यों ने यह मांग की है कि हमारे यहां १०० मील लम्बी रेलवे लाइन बननी चाहिये, ५० मील लाइन बननी चाहिये और किसी ने यह मांग की है कि उन के यहां ३० मील लम्बी रेलवे लाइन चालू की जानी चाहिये। लेकिन मैं सैकड़ों मील की तो बात ही क्या मैं तो १० मील लम्बी लाइन भी नहीं चाहता हूँ। यहां दिल्ली में एक रिंग रेलवे चलाने की बात हुई थी और उस के लिये लाइन भी बिछा दी गई है लेकिन केवल एक दो फ्लांग का एक टुकड़ा बिना लाइन के रह गया है और उस को रेलवे मंत्रालय अभी तक पूरा नहीं कर पाया है। मैं उसी दो फ्लांग की लाइन डालने की बात यहां पर कह रहा हूँ और मेरी मांग है कि उस टुकड़े

को पूरा कर के यह दिल्ली में रिंग रेलवे की बात को पूरा करें। दिल्ली की विधान सभा ने भी सर्वसम्मति से एक प्रस्ताव पास कर के यहां मांग की थी कि उस रिंग रेलवे को पूर्ण किया जाय।

जहां तक रिंग रेलवे का सम्बन्ध है बिनयनगर से गाड़ी चलती है और हजरत निजामुद्दीन रेलवे स्टेशन पर आ कर वह खड़ी हो जाती है। वहां पर हालांकि उस गाड़ी को नई दिल्ली रेलवे स्टेशन तक ही भाना पड़ता है जोकि ज्यादा फासला नहीं है। लेकिन हजरत निजामुद्दीन पर गाड़ी में नया इंजन लगाया जाता है और वहां पर मुसाफिरों को पूरे एक घंटे तक इंतजार करना पड़ता है। मैं चाहता हूँ कि माननीय मंत्री इस ओर ध्यान दें और यह देखें कि हजरत निजामुद्दीन से नई दिल्ली तक के छोटे फासले के लिये नये इंजन लगाने का क्या प्रोचिद्य है।

मैं पिछले ६, ७ वर्षों से जब से मैं लोक-सभा में सदस्य बन कर आया हूँ यहां पर इस सदन के अन्दर आग्रह किया है और मुझे दुःख के साथ कहना पड़ता है कि अभी जो मेरा आग्रह रहा है वह अनप्यरोदन ही बना रहा है। मुझे यह भी पता नहीं है कि यहां कहने से, लिखने से, आग्रह और निवेदन करने से कोई कार्य होता है या नहीं होता है या अगर कोई दूसरा तरीका हो तो माननीय मंत्री मुझे बतला दे कि वह दूसरा तरीका ीन सा है ताकि मैं उसी का सहारा लूँ।

मेरे निर्वाचन क्षेत्र में सराय रोहिल्ला का रेलवे स्टेशन है। उस की बाबत बहुत से अन्य माननीय सदस्यों ने भी कहा कि उस स्टेशन के दोनों ओर एक-एक बस्ती आबाद है और उन दोनों को मिलाने के लिये एक ओवर ब्रिज बनाया जाय।

मेरे निर्वाचन क्षेत्र में दो लाइनें पड़ती हैं, एक बाइगेज की और एक मीटरगेज की। नई रोहतक रोड से पुरानी रोहतक रोड को

[श्री नवल प्रभाकर]

मिलाने के लिये मैंने कई बार लिखा । अब एक तरफ़ तो करोलबाग का इलाका है जिसकी कि लगभग ३ लाख की आबादी है और दूसरी तरफ़ सखीमंडी का इलाका है जिसकी कि डेढ़ दो लाख की आबादी है, इन दोनों को मिलाने के लिए मैंने कई बार लिखा कि उसके लिए एक ओवरब्रिज बना दिया जाय लेकिन आज तक कोई भी सुनवाई उस विधा में नहीं हुई । उस विधा में क्या प्रयत्न किया जा रहा है इसका भी कोई पता नहीं चलता । उस सम्बन्ध में मैंने कितने ही पत्र लिखे लेकिन मुझे उनका कोई सतोषजनक उत्तर नहीं मिला है । कभी कहते हैं कि कारपोरेशन से बात करो तो कभी कह दिया जाता है कि ट्रान्सपोर्ट मिनिस्ट्री से बात करो, अभीब बात है । हमारा तो यह बिचार था कि चूंकि यहाँ दिल्ली की विधान सभा भंग हो गई है और अब दिल्ली केन्द्र शासित प्रदेश हो गया है इसलिए हमारी ओर केन्द्र का अधिक ध्यान जायगा लेकिन मैं देखता हूँ कि जितने ही हम केन्द्र के पास हैं उतना ही उससे दूर रहे हैं । पहले हम ऐसा समझते थे कि केन्द्र द्वारा शासित होने से हमारे सारे संकट दूर हो जायेंगे किन्तु मैं देखता हूँ कि जब से हम केन्द्र शासित हुए हैं हमारी कोई सुनने वाला नहीं रहा है । यह एक निश्चित बात है । तो मैं कह रहा था उस ओवरब्रिज के बारे में । मैंने बहुत प्रयत्न किये किन्तु उसके बारे में कोई सुनवाई नहीं हुई ।

संसार में लोग सात आश्चर्य जानते हैं परन्तु मैं आज इस अवसर पर आपको एक आठवा आश्चर्य भी बताना चाहता हूँ और उपाध्यक्ष महोदय, वह आश्चर्य यह है कि कुछ लोग कहते हैं कि हमारे यहाँ रेल का फाटक २ घंटे बंद रहा और कोई कहते हैं कि उनके यहाँ फाटक डेढ़ घंटे बन्द रहा लेकिन मेरे निर्वाचन क्षेत्र में एक फाटक ऐसा है कि जब से मैं सदस्य बना हूँ तब से आज तक वह खुला ही नहीं है । मैं यह चाहता हूँ कि वह फाटक खुल जाय और उस में से यातायात आरम्भ हो सके तो अच्छा है । अब मेरे निर्वाचन क्षेत्र के लोग

यह कहते हैं कि किशनगंज के यह दो फाटक इसलिये बनाये गये हैं कि यहाँ के गाड़ियाँ बगैरह गुजर करे लेकिन फाटक बंद रहने से कोई नहीं गुजरता है । फाटक के दोनों ओर तांगे और गाड़िया खड़ी रहती हैं और लोगों को अगर वह घूम कर जायें तो उनको चार मील का चक्कर लगा कर जाना पड़ता है और अब आप स्वयं इस बात का अंदाज़ा लगा सकते हैं कि दिल्ली जहाँ कि यातायात इतना महंगा है वहाँ इस छोटे से टुकड़े को जो कि फाटक खुलने से अस्थानी से पार किया जा सकता है, उसके लिए घूम कर जाने में लोगों को यातायात का खर्च कितना महंगा पड़ता होगा । इसलिए मेरा नम्र निवेदन है कि उस किशनगंज के फाटक को जबकि कोई गाड़ी न आने वाली हो आध घंटे के लिए ही खोल दिया करे । जब गाड़िया नहीं आती हैं, तब तो उसे खोल दिया जाय, लेकिन यदि ऐसा न हो तो यह बिल्कुल ठीक तरह से डिक्लेअर कर दिया जाय कि यह कभी न खुलने वाला फाटक है ताकि हम लोगों से कह दें कि यह फाटक नहीं है । यह बिल्कुल बन्द है । मेरा नम्र निवेदन है और मैं आग्रह करना चाहता हूँ कि इस में कोई रूँत, खच करने का सबाल नहीं है, इसलिये इस में विलम्ब नहीं होना चाहिये ।

यहाँ पर जब भी कोई बड़ी घटना होती जाती है तो माननीय मंत्रियों के सामने स्थगन प्रस्ताव आ जाते हैं । मैं चाहता हूँ कि आने वाली बरसात में कोई स्थगन प्रस्ताव न आये । पिछले दिनों कृषि भवन में पानी भर गया था । मैं चाहता हूँ कि आने वाले युग में भगवान न करे इस ससद् भवन में पानी आ जाय । पंजाब की तरफ से नालिया चली आ रही हैं नजफगढ़ नाले की ओर । उस में भूमि सुधार का बहुत बड़ा इलाका आ गया है और उस के लिये टाय प्रायिटी रखी गई है । पिछले दिनों जब पानी भर गया दिल्ली के गाँवों में तो कहा गया कि नजफगढ़ नाले के पानी की निकासी की जाय । मेरे निर्वाचन क्षेत्र में शिवनगर एक जगह है, वहाँ पर पुल

बना हुआ है। जो सेंट्रल वाटर ऐंड पावर बोर्ड है उस की ओर से कहा गया कि यह जो रेलवे का पुल है उस की सतह नीची है, उस को जरा ऊंची कर दिया जाय। लेकिन रेलवे मंत्रालय का कहना है कि यह ऊंची नहीं होगी। अगर ऊंची नहीं होगी तो उस के कारण पानी तब तक सारे इलाके में आ जायेगा और उस से शहर का काफी नुकसान होगा। मैं मंत्री जी से कहना चाहता हूँ कि मैं अपने मंत्रालय के लोगों से या जो उन के यहां के क्षेत्रीय जेनरल मैनेजर हैं उन से पूछूँ, या जो भी अधिकारी इसके लिये जिम्मेदार हों, उन से पूछूँ कि उस के पानी का निकास हो सकता है या नहीं। इस में कोई पैसा खर्च होने का सवाल नहीं है। मैं चाहता हूँ कि अगर कोई दिक्कत हो इस के रास्ते में, कोई हिचक हो, तो दोनों मंत्रालय आपस में बैठ कर बात चीत कर लें। जो दोनों मंत्रालयों के सेक्रेटरी हैं, उन में अगर कोई अनबन हो तो दोनों मंत्री बैठ कर किसी फंसले पर पहुंच जायें। मैं समझता हूँ कि दिल्ली के अन्दर जो इस तरह की दिक्कत हैं, रेलवे मंत्रालय उनका ध्यान रखेगा। मैं ने रेलवे बोर्ड के प्रतिवेदन को पढ़ा। उसमें जो शेड्यूल्ड काम्ट्स और शेड्यूल्ड ट्राइज के लोग हैं उन के आकड़े दिये गये हैं। मैं चाहता हूँ कि आगे आने वाली रिपोर्ट में जो गजेटेड पोस्ट्स हैं उन का धोरा दिया जाय। आप के रेलवे मंत्रालय में कितनी गजेटेड पोस्ट्स हैं, उन में से कितनों पर अनुसूचित जाति के लोग हैं, किन्तु आदिम जाति के लोग हैं, या दूसरे लोग जिन के लिये कोई रिजर्वेशन या आरक्षण है, वे कितने हैं। अगर आगामी रिपोर्ट के अन्दर यह सब चीजें बताई जा सकें तो अच्छा है। जहां तक नान-गजेटेड पोस्ट्स का सवाल है उनमें से अधिकांश ऐसे आदिमियों को गिन लिया जाता है जैसे झाड़ू लगाने वाले हैं या सफाई करने वाले हैं। मुझे यह देख कर बड़ा सन्तोष हुआ कि तीन बार स्थान तो ऐसे हैं जहां पर इन लोगों का प्रतिनिधित्व ज्यादा है। जितनी रिजर्व्ड पोस्ट्स हैं उन में भी संख्या ज्यादा बढ़ गई है। 'सिवा इलाहाबाद को छोड़ कर सभी जगह

उन की संख्या ज्यादा है। इसलिये मैं चाहता हूँ कि जो गजेटेड पोस्ट्स हैं रेलवे बोर्ड के नीचे, उन के बारे में बताया जाय कि अनुसूचित जाति के कितने लोग लिये गये।

एक तरफ से यह भी आवाज उठाई जाती है, हमारे बहुत से सदस्यों ने कहा और मैं भी उस का समर्थन करता हूँ कि अनुसूचित जातियों के लोग आर्थिक दृष्टि से बहुत पिछड़े हुए हैं और उन को ठेके दिये जाने चाहिये। रेलवे एक बहुत बड़ा कसन है, संस्था है जिस में लाखों आदमी पलते हैं। उस में हरिजनों को प्राथमिकता दी जानी चाहिये। इस बात का तो मैं समर्थन करता हूँ किन्तु एक आग्रह और करना चाहता हूँ। हमारे राजनीतिक पीठित भाई बहुत से हैं। वे आज बहुत बुरी अवस्था में हैं। अगर वे कोई धन्य चाहे, किसी जगह स्टाल आदि लगाना चाहें, अलबार बेचना चाहे, या कोई और काम रेलवे में करना चाहे तो उन को प्राथमिकता मिलनी चाहिये।

मेरे निर्वाचन क्षेत्र में एक स्टेशन नरेला है। वहां पर शैंड लगाने की बात है। मैंने पत्र लिखा और मामले को आगे बढ़ाया। कहा गया कि यहां का माल खत्म हो गया है, जब और आयागा तब इस काम को किया जायगा। एक माल में ऊपर जमाना निकल गया, यह बीज मजूर भी हो गई, कि शैंड लगाना चाहिये, पैसा भी मजूर हो गया, लेकिन इस के लिये माल उपलब्ध नहीं है। क्या किया जाय, दिल्ली का सवाल है, दूर से माल आता है, और आते आते खत्म हो जाता है। मैं ने सराय रुहेला स्टेशन के लिये भी कहा। वहां भी इसी तरह की बात है। मैं चाहता हूँ कि दिल्ली के आस पास जो बड़े बड़े स्टेशन खड़े हुए हैं, जहां पर पैसे का दुरुपयोग किया जाता है, उस को रोका जाय। दिल्ली में स्टेशन पर यहां लाखों रुपया छोटे छोटे परिवर्तन करने के लिये बरबाद किया जाता है। उस को वहां बरबाद न करके जो छोटे छोटे स्टेशन हैं उन के नवनिर्माण में और बढ़ाने में वह रुपया खर्च किया जाये तो मैं समझता हूँ कि ज्यादा फायदा होगा।

[श्री नवल प्रसाद]

मैं आशा करता हूँ कि जो बात मैंने कही है, बुद्धि वह कोई सच्ची चीज़ी बात नहीं है, कोई ऐसा ज़रूरी करने की बात नहीं है, ऐसी बात है जो कि विभागीय भ्रष्टाचार है, इसलिये उन पर ध्यान दिया जाय। अगर कोई भ्रष्टाचार आ सकती है तो वह तभी हो सकती है जब कि कोई ऐसे का मामला हो, लेकिन यहाँ पर ऐसा कुछ नहीं है और उन को तुरन्त किया जाय।

Mr. Deputy-Speaker: Shri Mohammed Imam.

Shri Braj Raj Singh: May we know the names of hon. Members who will be allowed to speak?

Mr. Deputy-Speaker: The hon. Member has sent his name. I have got his name in my list, but whether I can reach him or not is a different thing.

Shri Mohammed Imam (Chital-drug): Mr. Deputy-Speaker, Sir, Railways are the biggest undertaking on which the country has invested more than 1000 crores of Rupees. During the First Plan the Government spent nearly Rs. 500 crores on Railways and it has been contemplated under the Second Plan to spend more than Rs. 1100 crores. When such a substantial amount is being spent, the people and the country expect substantial achievements in the direction of railway expansion, in the direction of providing better facilities, in the direction of providing new lines and ensuring better efficiency.

The speech of the Railway Minister and his reply disclose that a number of new Railway lines are going to be taken up during the Second Plan, and also during the Third Plan. I am glad he has said that the present year of the Plan marks the peak of the construction of new railway lines, and I am glad he has stated that nearly 430 miles of new railway miles have been opened and that another 500 miles of new railway lines are under construction. He has also stated that in order to avoid delay and time-lag, he

proposes to have another 500 miles of new lines so that they may be dovetailed into the Third Plan. In all, the country has got more than 1,800 miles of new lines under construction.

I congratulate the Railway Minister and I congratulate all those people who are living in those areas for securing lines. But I cannot congratulate myself, and I cannot congratulate all those people living in the South, and especially in Mysore who, I feel, are very sadly neglected in this respect.

Representations have been made to the Deputy Minister and to the Government from the beginning to under-take the construction of lines that were under the consideration of the then railways, the then companies and the then Government of Mysore when the Railways were owned by them.

I must speak for the State of Mysore, and I may speak with some authority because I was the Minister of Railways in Mysore at that time. I can tell the Minister how deeply and sadly we feel disappointed. We had finished the survey, the estimate and almost sanctioned the taking up of new lines. These Railway lines were the line from Chhamarajanagar to Satyamangalam, Rayadrug to Bellary and the extension of Sagar-Talguppa line to Bhatkol. We had not only sanctioned, but had ample funds at our disposal. In fact, I can tell you from personal experience that on 1st July 1947 the Government of Mysore had Rs. 36 crores in ready cash, but meanwhile the integration came, the railways were integrated, the Government of India took over the entire responsibility of the railways, they not only took over all the lines, but they took away the cash, the rolling stock and Railway fund. But we did not feel sorry, because the only opposition at the time was from the Railway Companies as S.I.A. and M.S.M. who were opposing the expansion and undertaking of these lines. We thought these hurdles would be overcome, and we

were under the impression that the Government of India would speed up the taking up of these lines, and these lines would be an accomplished fact soon. The Government of India at the time of integration gave an assurance that they would undertake all the responsibilities and all the obligations and all the liabilities of the old Mysore Government railways. I must submit that there is a moral obligation on the part of the railway administration and the Government of India to implement all those lines, all those projects, which would have been undertaken and which would have been an accomplished fact but for the fact that the railways were taken away by the Government of India. I must submit, to put it very mildly, there has been a breach of faith.

Eighteen hundred miles of new lines have been undertaken. Where are they? They are all concentrated in the north. And during the last ten years not an inch of line, not an inch of new railway has been added in the southern area. We are also citizens of India, we are also nationals, and we have got every right to demand new lines, and I must point out that there has been a persistent, deliberate neglect in giving lines to the South.

There are twenty new Railway lines mentioned. The Railway Minister has given full details of them in his speech. They are Chandra-pure-Muri-Ranchu-Hotia, Bondamunda-Dumaro, Bhilai-Deorjhal etc. These are twelve lines under construction. Then another eight lines are to be commenced: Udaipur-Himmatnagar, Jhund-Kandla, Tilanga-Farakka etc. Again the Hon. Minister referred to the possibilities of construction of three new lines, namely, Mangalore-Hassan, Diva-Dasgaon and Patharkandi-Dharmnagar links. He was also pleased to announce two more lines, but none comes to the South.

An Hon. Member: One of the Deputy Ministers comes from the South.

Shri Mohammed Imam: Yes. The Deputy Minister somehow wanted to give a new Railway line. He announced one day that he would take up the line from Salem to Bangalore but now we do not hear anything about it. I am sorry for the hon. Deputy Minister. I hope at least he will keep his promise.

Mr. Deputy-Speaker: Now that work is left to the hon. Member.

Shri Mohammed Imam: Yes, we are with him.

So, there are 21 new lines proposed and under construction. Is there any justification to concentrate all those lines only on this side? At least should they not have given three or four lines that side? This is really not only mortifying, but very humiliating, and we feel we are very much neglected.

Shri Vasudevan Nair (Jhruvella): We hope you are speaking for Kerala also.

Shri Mohammed Imam: Kerala, for the entire South. It is not as if that area is not important.

An Hon. Member: They want to strengthen Shri Ramaswamy's hands.

Shri Mohammed Imam: For example, take the line from Chamarajanagar to Satyamanagalam. That is only a distance of 60 miles, and if that line is connected, that will give an uninterrupted communication from Kerala right up to Delhi.

Similarly, take the extension of Sagar-Talkuppa line. If it is extended by only 50 miles, it gives continuous communication to Bhatkal. There are many lines to be connected, which are hanging as blind ends—for instance the Rayadrug line and the Chitaldrug line. If the intermediate portion is connected, it will give a continuous line. I am afraid the hon. Railway Minister and the Deputy Ministers have not toured intensely in those areas.

Shri Jagjivan Ram: I have toured enough.

An Hon. Member: He went recently.

Shri Mohammed Imam: Otherwise, they will understand the value and the utility of these lines.

So, I think our only fault seems to be that we are far off from Delhi, from the capital and from Bihar.

Not only this. Yesterday the hon. Minister announced two lines. At least I thought he would give preference to the Hassan-Mangalore line which has become very important after integration and reorganisation of the State. Even about that he has been hesitating.

Shri T. B. Vittal Rao: That he will do.

Shri Mohammed Imam: He will not do it. He has not given a definite promise. He said it is still under consideration.

The year before last I made a similar speech and I complained, and I remember the hon. Minister, Shri Jagjivan Ram, said that he would try his best to do something for the Satyamangalam line, that he would mop up some funds and try to comply with our request, but till now we are in the same old position as we were two years back. Hereafter, I submit to the hon. Minister, that he should realise the importance of extending these lines in the interests of India, of the entire country, and in the interest of the solidarity of the country and he should make a judicious and equitable distribution of the new lines in the country.

The second point is about the track. I feel that the tracks in this region are also not properly looked after. Between Poona and Bangalore, I must submit, in the course of six months there have been four or five derailments of goods trains in quick succession. Thank God they were not passenger trains. If they had been passenger trains, I think the calamity

would have been enormous. Between Arsikere and Birur, within a fortnight, there have been goods trains derailments, and recently there was a derailment of a goods train involving 23 wagons between Miraj and Ghatprabha. This shows that there is something radically wrong on the track between Poona and Bangalore. That is an old line, and we are very uneasy whenever we travel on that line.

Mr. Deputy-Speaker: Is that in the South?

Shri Mohammed Imam: Yes, Sir.

Mr. Deputy-Speaker: Then all the railway lines are in the North, and calamities in the South!

Shri Mohammed Imam: Whatever few railway lines we have are not properly maintained. I tabled a question on this on the 24th February and the answer is that these accidents are due firstly to the failure of personnel, and to the defect in track, to the defect in the mechanical equipment. So, I submit they have to earmark a substantial amount towards the renovation of the track. I think it should be nearly Rs. 200 crores or Rs. 300 crores. The Railway Board should check up all these lines; they are very old.

Mr. Deputy-Speaker: The hon. Member must soon conclude.

Shri Mohammed Imam: I will take only two minutes more, Sir. They must see that these railway lines are safe and there will not be any further accident or calamity.

I may give one instance as to how complacent the Railway Ministry is. For example, two years back, there was a terrible accident on Ariyalur. That was due to the collapse of a bridge. About four months back on the same spot, on the same bridge, there has been another accident, fortunately, not to a passenger train but to a goods train. There was good lot of criticism. That shows that after a terrible accident took place involving hundreds of lives, the

Railway Minister did not take the necessary warning, did not improve that bridge and this happened. I do not want to go into the details. Again, on the same spot a tragedy has occurred. In fact, there was a suggestion at that time that the bridge is on S bend of a river and it should be changed. But, nothing has been done so far.

So, I submit that these accidents are becoming very common. I hope the Railway Ministry will take all possible steps and precautions to avoid these accidents.

Shri Muhammed Elias (Howrah)
Sir, I want to speak a few words about catering in the Central and Eastern Railways, as also other Railways of our country. In answer to my question on 16-2-59, it was stated by the hon. Minister that our catering is incurring a heavy loss. I fail to understand why catering is incurring such a huge loss. Before nationalisation the catering contractors used to earn huge profits. They used to give rent to the Railways and they had many difficulties too. But, after nationalisation, we find that railway catering is incurring a loss.

I have made several representations to the Railway Ministry—and the employees have also made several representations—to find out the reason why this catering is running at such huge loss. We know that due to bad management and due to corruption in the running of this catering we are losing heavily. First of all, I want the Railway Ministry to enquire into this matter and find out ways and means of eliminating this corruption and for managing this catering properly. If we can do this, then, I am sure, catering—food etc. will improve and it will also earn a good amount of profit.

In reply to another question of mine on 11-2-59, in regard to the working condition of the caterers who had been absorbed in the Railways from among the staff of the contractors, it was stated that 868 workers had been

absorbed directly, 587 have been kept on alternate employment and 572 were kept on commission basis and 15 were employed as small catering contractors. The workers who have not been taken as direct employees of the Railways are very experienced and they have been working in catering since a long time. If these workers are taken under direct employment, then, I can say very confidently, everything will improve.

In the olden days when there was the contract system the contractors used to keep only one superintendent for the whole zone. But, in the Eastern Railway, there are 6 superintendents and deputy superintendents and also 40 managers. There is no use keeping so many Superintendents and managers and such top-heavy administration. That is why I am requesting the hon. Railway Minister to take all these experienced caterers as direct employees of the Railways—by which our catering can be run very well.

Another point which I want to mention within the little time at my disposal is this. Every year I have tried to convince the hon. Minister—and many hon. Members have spoken on this—about the nationalisation of the Light Railways. The Study Group consisting of high officials of the Ministry of Transport and Communication appointed by the Government of India in 1956 have very strongly recommended that all these Light Railways must be nationalised, in view of the backwardness of our country and in view of the large number of villages. We have got about 5 lakhs of villages scattered all over India. If we want to have close communication with these villages, we must have Light Railways and these Light Railways must be improved and expanded. Otherwise, our economy cannot be improved properly. That is why I want the hon. Minister to go into this matter.

We have got more than 34,000 miles of nationalised Railways. What is the difficulty in nationalising some 423

[Shri Muhammed Elias]

miles of Light Railways. We cannot understand that. These Light Railways are very profitable concerns. I will give one example, the Howrah-Sheakhala and Howrah-Amta Light Railway. It is run by one of the biggest industrialists of our country, by Sir Biren Mukherjee. The total mileage is only 63. But the number of passengers carried over this railway in a month is 684,000. It handles about 2,53,000 maunds of goods in a year. The trains running per day on the line number about 79. On no railway line in India of 2ft gauge, so many trains per day run. It is a profitable concern because this Railway declares more than 6 per cent dividend to the shareholders; and it pays about a lakh of rupees to the District Boards in that district. The number of employees is only 1,400 and these employees are, of course, being brutally exploited. They are not being given proper amenities and wages. From this single instance, you can very well imagine how these Light Railways can earn profit. That is why I request the hon. Minister to take over all these Light Railways and improve them properly and expand them so that our rural economy can be developed and we can keep close contact between the rural and urban areas.

The third point which I want to mention here is about casual labour. Many of my hon friends who are here have spoken on this point. I need not speak so much on this. I want to mention only one thing here. In spite of our repeated requests to take all these casual labour under direct employment, we are finding that the number is increasing every year. In the South Eastern Railway, in answer to a question on 11-2-59, it was stated that the number of casual workers was 26,636 in 1956, it has increased to 43,459 in 1957. In 1958, it has increased to 75,087. Every year it is increasing.

We have no objection if these casual workers are employed in temporary

work. All these workers who are very efficient and skilled and have been working for years together as skilled workers are employed in works of a permanent nature. In the Appellate Tribunal several awards have been given that in no factory should there be a casual worker for permanent nature of work. That is why in many factories we have been able to decasualise all the workers. That work should be taken upon hand. It creates corruption also. The casual workers after three months or six months of their work are re-employed and at that time if some money is not given to the employment authorities, the man is not employed again. In this way corruption is prevailing. The workers also do not get free medical facilities through there is a resolution of the Railway Board dated 21-12-53 that free medical amenities and other things should be given to them.

In conclusion in this respect I would refer to the markmen at the Howrah station. Nowhere are they under the contractors. Here too only these workers have been working under the contractor for 30-40 years. Another tender has been called and within a day or two it is going to be approved. I request the Railway Board and the Ministry not to accept this tender. The General Manager of the Eastern Railway and also the C.C.S. have strongly recommended to take these contract workers under the employment of the railway. That is why I say that they should not be taken under the contractor. The contractor has given a tender of Rs. 2,500 per month. I know that they spend more than Rs. 5,000 per month on their wages for the markmen. But the contractor manages the loss in other ways. He can manage the loss by other means. That is why these things should be stopped and these sixty markmen should be absorbed in the Railways as they have been repeatedly requesting the railway administration.

Shri Thanu Pillai (Tirunelveli): Mr. Deputy-Speaker, I very much wish to congratulate but circumstances do not permit me to congratu-

tulate. Listening to this debate on the railways as to what has been happening in the programme of development, I am constrained to say that if it is not discrimination against Southern region it is sheer neglect of the region, indifference towards the region. It tells upon the minds of the people. There are railways which are laid in project areas over which we have no grievance. But there are other bits where additional railways are being laid, areas where there is already railway. When that aspect is taken into the minds of the people, I am sorry to say that we are losing the best friends and that is not of small consequence. It is of very big consequence because every aspect has got an impact on the minds of the people . . . (Interruptions.) So, we have been trying hard for a railway line in our undeveloped parts. Much has been talked about Ramnad and Mudhukulathur. That area is without roads, without rails and nothing has happened there . . . (Interruptions)

An Hon. Member: Declare independence.

Shri Thanu Pillai: I think that is what our hon. Ministers are contributing by neglecting certain places where they want to keep that spirit of disintegration. Those people are very much helped by such an attitude of this Ministry. Whatever may be the other aspects and development, this human aspect should have been given the top-most priority. There is the question of Cape Comorin-Tinnevely Rail link for the last fifty years. I would say that this Mudhukulathur line should have been given top priority even over the Cape Comorin-Tinnevely line. This Mudhukulathur area should be opened by railway line from Virudhunagar to Kilakarai and Manamadurai to Tuticorin. Such a line will develop the area and it will permit the people to know what the world is and what the other parts of the country are. I know that some people have been representing about this and have spoken on the floor of this House but not even a survey has been done, not even a word of regret

that they have not been able to do this or that it would be done in the near future.

Now coming to the working of the railways, there is another small thing. The Tinnevely-Tinuchandur line is only 36 miles but the time taken is four hours. By bus it takes only 75 minutes. Then, who will go by the railway? Previously, this line was owned by the district board and it was later on acquired by the railways for Rs. 30 lakhs which is worth much more than that. There is also a bridge across a big river in that line. We have been submitting that it should be upgraded and the time should be reduced to the minimum possible but even that little concession is not being extended. That is intolerable . . . (Interruptions.)

An Hon. Member: Unfortunate!

Shri Thanu Pillai: Why should it be unfortunate. We have got every right to demand and get it. We are not people who are banking on fortune and misfortune and we are going to get it . . . (Interruptions) I am sure we will get it; I am not pessimistic as my hon. friend Shri Punnoose.

About the efficiency and working of the railways, there was a time when people criticised the Railway Board as being autonomous and autocratic and what not. I am afraid the pendulum has swung to the other side. The Railway Board has either abdicated its responsibility to somebody or the advice of the experts of the Railway Board is not listened to by the others concerned. Some friend was telling us about a river which flows from north to south for some time and then from south to north at some other season. It is a peculiar river. I think Laos and the Railway administration is behaving like that.

There is something wrong and the efficiency, I have to submit regretfully, is going to the lowest ebb. When I discussed this with some officials, they say that they have no authority and, therefore, no responsibility. Class IV

[Shri Thanu Pillai]

and Class III servants have got unions and class I officers have no union and so they are mortally afraid of the class IV unions that they will put them to difficulties and troubles. Therefore, if there is some mistake somewhere they would rather prefer to close their eyes and not take action on it. If that is going to be the administrative set-up, I am afraid that any amount of our spending money will not contribute to the result which is legitimately due to that expenditure. I think, as in the case of the Railway Board, the administrative set-up in the lower levels have also given a go by to their responsibility. I do not know what authority these unions have for transfers or dismissals. Some inspectors say that they are afraid of questioning the gangmen because the union will transfer the inspector. When that is the fear, how can you expect the inspector to take effective action on some neglect that is happening?

15 hrs

Sometimes I find that officers are very much distressed because of discriminations. The other day the hon. Minister was representing that the Scheduled Castes, Scheduled Tribes and Anglo-Indians have got reservations but adequate number of people are not coming forth. It was said that even if the Service Commission is not able to find suitable candidates the General Managers can appoint them. To a point it is correct. But that means a lack of confidence in the Railway Service Commission. It is as if there are people available and the Service Commission is not selecting them. Then alone the question comes whether another officer should be given that power. Therefore I submit that quota should be filled up. Not only that, even above that quota, if there are qualified men available with the minimum qualification as against the best competitive talent I do not mind giving appointments to them. But once they are appointed they are all railway servants. There cannot be any discrimination on grounds of caste,

community or creed in the matter of promotion. The Prime Minister has been saying—he said very recently in one of his speeches, and it was also mentioned in the *First Five Year Plan* book that in future promotions should be on the basis of merits. I should like to prove a number of cases where merit has been suppressed and something else has been elevated. If I were to represent a case here then they would say that officers should not represent through Members of Parliament. There is some sort of control order in the conduct code. If I become a trade union leader as a trade unionist I can not only represent but I can also instigate. Sir, this is not a happy situation. Where there are fit cases there should be opportunities given for Members of Parliament to represent those cases. We are bound to know something more. If after a discussion the officers of the Railway Board or the Ministers are prepared to convince us that the representation that we made was wrong, we are prepared to let down the case of that man whom we represented, we are prepared to tell him that he was wrong. But merely because somebody writes a letter it is not correct that you should send a circular saying that it is wrong conduct or misconduct for officers of the Railways to approach Members of Parliament and that they should not approach the Members. What happens is that the man concerned suppresses his feelings. He does not even represent his case to the Member. He goes on destroying himself and destroying the institution. That sort of attitude is not correct. That is not the correct approach in a national set-up. After all I do not think anybody else could be considered as more responsible than the Members of Parliament in the functioning of the country and its welfare.

Regarding amenities to passengers, my hon. friend spoke about the nationalised catering service having gone bad or working at a loss. There is a concerted move on the part of some contractors to revive the old order and go back to the old method.

I do not know whether my hon friend who spoke is against nationalisation

An Hon. Member: No, no; for nationalisation

Shri Thann Pillai: But he condemned the nationalised effort. The confusion comes because he wants nationalisation and at the same time he condemns the nationalised sector. It was not that he was opposed to the number of inspectors and officers above, his opposition was only in respect of the bearers, and he wanted that the old bearers should be taken. But the racket in the catering section is not only in the management but also elsewhere. The contractors were controlling without any rules, regulations or orders. They could appoint people, dismiss people, destroy anything they liked and so on. But the Railways are governed by certain rules and regulations. For every section you have got some checking officers. We are not running the catering service for profit. If it is run on a 'no profit no loss' basis, if they would give good meals, that should satisfy our Members and we will all be satisfied.

Another representation has been received by the Railways Ministry regarding the ice vendors. The Railways want to save that space for the travelling public. It is a good idea, but the travelling public should also be provided with some good aerated water in the G.T. and other trains and with sufficient ice, because the aerated water available at way-side stations is not good, sometimes it is stinking. Therefore, the Railway Ministry should have a little more consideration for the passengers who go long distances in the hot season—by G.T. and other trains. They should be given some amenities. I do not say what should be done, but do not remove that amenity completely. Have some control. I am told there is misuse of the concessions given to these vendors because they take in passengers and so on. Those things may be controll-

ed, but wholesale removal of that amenity will create hardships for the travelling public.

श्री मु० चं० जैन (कैथल) : माननीय डिप्टी स्पीकर साहब, रेलवे बोर्ड की डिमांड पर बहस करते हुए मैं भी यह कहना चाहता हूँ कि आजादी के बाद पिछले साली में रेलवे डिपार्टमेंट को जितनी वामयाबी हासिल हुई है और उस ने जो जो काम किये हैं, उस के लिए वह मुबारकबाद का मुस्तहक है। अगर ग्राम पब्लिक की दृष्टि से देखा जायें, तो जो सहूलियतें थर्ड क्लास पैसजर्स को और दूसरी ग्राम जनता को रेलवे डिपार्टमेंट की तरफ से मिली हैं, उन के लिए मैं रेलवे डिपार्टमेंट को मुबारकबाद दिये बगैर नहीं रह सकता, हालांकि जिस तरह टुकूमत की कई किस्म की नुकता-बीनी होती है, उसी तरह रेलवे डिपार्टमेंट की भी होती है। अगर इस दृष्टि से भी देखा जाय कि दूसरी पञ्च-वर्षीय योजना में जो जो डिमांड्स और जो जो आशायें रेलवे डिपार्टमेंट से की गई हैं, उन को वह पूरा कर रहा है या नहीं, तो भी यह मानना पड़ेगा कि काफी हैवी डिमांड्स उस के ऊपर हैं, लेकिन उन को वह बहुत अच्छी तरह से पूरा कर रहा है।

इस के बाद एक और दृष्टि से भी रेलवे बोर्ड की पालिसीज को परखना चाहिए और वह यह है कि क्या वह सारे देश की और इस पालियामेंट की पालिसी के मूताबिक समाजवादी ढांचे की तरफ बढ़ रहा है या नहीं। उस में कुछ कनफ्यूजन नजर आता है। कुछ बातों में तो रेलवे डिपार्टमेंट उस तरफ बढ़ रहा है, लेकिन कुछ बातें ऐसी हैं, जिन में वह उस तरफ आगे बढ़ सकता है, लेकिन रुका हुआ है और कुछ बातें ऐसी भी हैं, जिन में रेलवे डिपार्टमेंट उस पालिसी के खिलाफ चल रहा है। मिसाल के तौर पर कई बरस पहले रेलवे डिपार्टमेंट ने रेलवे ट्रेन्ज के चार दर्जों को खत्म कर के तीन दर्ज कर दिये, जो कि एक निहायत मुनासिब बात है। गवर्नमेंट

[श्री मू० च० जैन]

के हर एक डिपार्टमेंट में उसी तरह बार क्लास हैं, जिस तरह कि पुराने जमाने में सोसायटी में बार जाते थे। भक्तिर यह क्लास बन, क्लास टू, क्लास थ्री और क्लास फोर की डिपार्टमेंट कब तक चलेगी? बार के तीन दरजे करने की तरह सरकारी कर्म-चारियों के तीन दरजे कर दिया जाये। इन क्लासिज को खत्म करना एक बोल्लड कदम है, जो कि हमारी हुकूमत को उठाना पड़ेगा। अगर हमारा रेलवे डिपार्टमेंट इस मामले में शुक्लमात करे, तो मैं उसको दिल से मुबारकबाद दूंगा।

एक काम हमारा रेलवे डिपार्टमेंट कर सकता है और उसने नहीं किया है और वह है ठेकेदारी सिस्टम को खत्म करना। कुलियों को ठेकेदार भर्ती करते हैं और कंटेनरिंग भी ठेकेदारों की मार्केट होती है। करोड़ों रुपये के काम ठेकेदारों की मार्केट होते हैं। कितने ही ऐसे काम हैं, जो कि डायरेक्ट हो सकते हैं, लेकिन वे ठेकेदारों की मार्केट कराये जाते हैं। वे ठेकेदार किस तरह गरीब कुलियों का खून चूसते हैं, यह किसी से छिपा नहीं है। हम यह भी जानते हैं कि बड़े-बड़े ठेकेदारों को—कंटेनरिंग को दस, बीस, पचास स्टेशनों के कंटेनरिंग के ठेके मिल जाते हैं, जिस का मतलब यह है कि कोई इन्वेस्ट करे, कोई काम करे लेकिन फायदा कोई तीसरा ही उठाये, जो कि इस केस में ठेकेदार है। अगर पिछले सालों की इस बारे में तकरीरों को देखा जाय, तो मालूम होगा कि इस सिस्टम की कितनी नुकता-बीबी की जाती है, लेकिन अभी तक उसमें कोई तब्दीली नहीं की गई है। ऐसा मालूम होता है कि इसमें कुछ वैस्टिड इन्वेस्ट्स का हाथ है। ठेकेदारों का तो इसमें फायदा है ही, लेकिन उन के घलावा मैं किस पर इन्काम लगाऊँ, क्योंकि मेरे पास कोई सुबूत नहीं है और यह प्रशंसा नहीं लगता है, लेकिन कहना पड़ता कि इस मामले में रेलवे बोर्ड के प्रादमी या जैनरल मैनेजर इन्स्टेड है। जिस जगह

स्किल्ड वर्कर्स की जरूरत नहीं होती है, सारे मुक्त में, जो मरम्मत का काम होता है, मिट्टी का काम होता है और जहाँ अनस्किल्ड वर्कर्स काम कर सकते हैं और जो करोड़ों रुपये का काम होता है, वहाँ जो लेबर को-ऑपरेटिव सोसायटीज की मार्केट काम कराया जाना चाहिए। हम को-ऑपरेटिव की बात करते हैं, ज्वायंट फ्रामिंग की बात करते हैं इसलिए रेलवे डिपार्टमेंट को जहाँ मुमकिन हो, वहाँ लेबर को-ऑपरेटिव सोसायटीज की मार्केट काम कराना चाहिए।

जनाब डिप्टी स्पीकर साहब, आप ने और दूसरे मेम्बरान ने रेलवे के मामले में सोशलिटिक पैटर्न का जिक्र किया था। यह जरूरी है कि पसमान्दा इलाकों को प्रायर्टी दी जाये। मैं यह कनसीड करता हूँ कि सब इलाकों का सैटिसफ़ेक्शन नहीं हो सकता है। लेकिन एक के बाद दूसरा मेम्बर उठता है और शिकायत करता है कि मेरा एरिया बैंकवर्ड है, उस तरफ ध्यान नहीं दिया जाता है। अखिर हम भी रेशनल प्रादमी हैं। मैं चाहता हूँ कि हम को बताया जाय कि फ़लां एरिया बैंकवर्ड है, इसलिए उस तरफ़ फ़लां काम किया जा रहा है। रेलवे मिनिस्टर हम को बतायें कि क्या नई लाइनें बनाने में इस बात का ध्यान रखा गया है। मैंने पिछले साल और उस से पिछले साल डिस्मैटल्ड लाइन्स के बारे में कहा था। मैं समझता हूँ कि हिन्दुस्तान भर में ऐसी कोई लाइन नहीं होगी, जो कि बार डेज में—१९३६, १९४०, १९४१ में डिस्मैटल हुई थी और उस को न बनाया गया हो। अगर कोई इलाका है मेरे जैसा बदकिस्मत तो मैं उस को भी बकामत करता हूँ, लेकिन अपने इलाके बारे में ख़ास तौर पर कह दूँ कि ग्रंजेजों ने उस इलाके को मुनासिब समझा, इन्जीनियरों ने जस्टिफ़िकेशन दिया वहाँ लाइन बनाने का, लेकिन हमारी प्राजाद गवर्नमेन्ट, प्राजाद मुक्त की, वह

मुनासिब नहीं समझती कि इस इलाके की सम्पत्ति को रिस्टर किया जाय। पानीपत से रोहतक तक की उखड़ी लाइन के लिये बड़े बादे थे। गोहाना से रोहतक तक तो रिस्टर हो गई, बीस मील का इलाका गोहाना से पानीपत तक का रहता है। पता नहीं वह किस प्लैन में आयेंगा, दूसरी, तीसरी किसी प्लैन में पता नहीं वह भी सकेगा या नहीं। प्रायः रेलवे बोर्ड इस के कमर्शल हिसाब को बाध कर रहा है, वह देख रहा है कि यह कमर्शली साउंड है या नहीं। इस का टाइम गलत, इस का कनेक्शन गलत, सब कुछ गलत लेकिन मेरी समझ में नहीं आता कि रेलवे बोर्ड का कमर्शल स्टैंडर्ड किस किस का है कि प्राची लाइन बना कर छोड़ दिया। दो, चार बरसों में कह दिया जायगा कि यह कमर्शली फनसाउंड है और इस का एक्स्टेंशन करने की बात तो कुजा, इस को हटाने की बात होगी। इसलिये मैं कहना चाहता हू कि आप मेहरबानी कर के हमें सजा न दें, हमारे इलाके के लोगो ने भी आजादी की जग में हिस्सा लिया है। रेलवे मिनिस्टर साहब वैसे भी जानते हैं कि हमारा पंजाब का हिन्दी स्पीकिंग एरिया पस्मादा इलाका है।

श्री जगजीवन राम : पस्मादा इलाका है ?

श्री मू० चं० जैन जी हा, इस इलाके की जो डिमैण्ड लाइन है उस के बारे में यह जवाब न दें कि हमारे पास रुपया नहीं है, पाच-पाच सौ मील लम्बी न. ल. इन बनाने के वास्ते रुपया है लेकिन जो डिमैण्ड लाइन है उसको दोबारा बनाने के लिये मना किया जाय, यह ठीक नहीं है। इसके लिये फंड्स की कोई बात नहीं होनी चाहिये।

इसके बाद एक और निवेदन करना चाहता हूँ जो कि करप्शन के सम्बन्ध में है। इस के बारे में हाउस में काफी जिक्र किया गया। मैं कल रेलवे मिनिस्टर साहब की स्पीच को सुन रहा था और इन्तजार कर रहा था

कि शायद वह इसके बारे में कोई जवाब देंगे। मुझे बड़ी शर्म आई जब आचार्य कृपलानी ने एक करप्शन के इन्वेस का जिक्र किया। वह इतने बड़े महबूब लीडर हैं, मुल्क में उन की इतनी इज्जत है। उन्होंने बताया कि उनका जो खादी का इन्स्टिट्यूशन है, जब वह अपना माल बुक कराता है तो उसे रिक्वत देनी होती है। यह कितने शर्म की बात है। मिनिस्टर साहब को चाहिये था कि वह इसकी तहकीकात करते और हाउस में इसका जवाब देते। उनको चाहिये कि जो लोग इसके जिम्मेदार हो, उनको कड़ी सजा दें। वैसे मैं अपने तजुबों की बिना पर कहना चाहता हूँ कि यह तो एक नानप्रफिशल डिपार्टमेंट है, मेरी इन्फार्मेशन है कि सरकारी महकमों को भी, जिन को कि माल बुक कराना पड़ता है, रिक्वत देनी पड़ती है। आप हैरान होंगे कि सरकारी महकमे कैसे रिक्वत देते हैं।

एक माननीय सदस्य उसे दिखाते रहा है ?

श्री मू० चं० जैन : मेरे एक साथी पूछते हैं कि उसे दिखाते कहा है। मुझे एक सरकारी कर्मचारी ने बताया कि हम को भी रिक्वत देनी पड़ती है। उन्होंने कहा

श्री जगजीवन राम जब आप मिनिस्टर थे तब का तजुबा है ?

श्री मू० चं० जैन : जो सवाल मेरे साथी ने किया, वही मैंने उनसे पूछा कि आप वह रिक्वत दिखाते कहा है। उन्होंने कहा कि हम क्या करे एक ब्रादमी खाम तौर पर रेलवे स्टेशन पर दिखाना पड़ता है। बहा पर एक ब्रादमी माल उतारने और लादने के लिये जडा किया दिखाया हुआ है। बहा कोई ब्रादमी नहीं होता। जो गुरुस क्लर्क है उसी की जेब में सब कुछ जाता है।

श्री जगजीवन राम यह किस महकमे की बात है ?

श्री मू० चं० जैन : यह बात फूड डिपार्टमेंट की है, पंजाब के फूड डिपार्टमेंट की जो कर्नाल में काम कर रहा है। अगर यही सैटिस्फैक्शन का स्टैंडर्ड है कि आपने करप्शन के लिहाज से उसको सुधार किया है, तो यह सैटिस्फैक्शन गलत है। इसके लिये जितना डिस्ट्रिक्टिफिकेशन करप्शन के बारे में हो उतना ही थोड़ा है और जितनी सक्ती से उसको रूट आउट किया जा सके करना चाहिये। अगर यह कहा जाय कि यह करप्शन सिर्फ थर्ड और फोर्थ क्लास सर्वेन्ट्स में है, फर्स्ट और सेकेंड क्लास में नहीं है, तो मैं यह नहीं मानता हूं। यह फर्स्ट और सेकेंड क्लास में भी है। अभी अभी मेरे एक दोस्त ने कहा कि क्लास ३ और ४ में इंडिसिप्लिन बढ़ गई है और ऊपर के लोग ऐक्शन लेने में डरते हैं। यह बात किसी हद तक ठीक हो सकती है, लेकिन जब तक उनमें अपनी कमजोरी न हो वह क्लास ३ और ४ सर्वेन्ट्स के खिलाफ ऐक्शन लेने में क्यों डरें? क्लास ३ और ४ सर्वेन्ट्स को पता है कि उनके फर्स्ट और सेकेंड क्लास के अफसरों में कितनी कमजोरियां हैं। अफ़ेजो के जमाने में वह कोई बात करते हुए डरते थे लेकिन अब हासत दूसरी है कि जब भी क्लास १ और २ के लोग कोई बात करते हैं जो कि नीचे वालों के खिलाफ जाती है तो वे इंडिसिप्लिन करने के लिये तैयार हो जाते हैं। ऊपर के लोगों में कमजोरी न हो तो कभी भी इंडिसिप्लिन नहीं हो सकती।

अब मैं अपने हल्के के बारे में कुछ कहना चाहता हूं। जो भी सजेशन यहाँ पर पार्लियामेंट के मेम्बर देते हैं इस हाउस में उनको रेलवे बोर्ड और जेनरल मैनेजर एग्जामिन करते हैं। अभी मेरे साथी श्री नवल प्रभाकर ने बतलाया कि इन लोगों का क्या हाल है। और चाह कि जो सजेशन दिये जाते हैं, उनका जवाब दिया जाय, मैं उनसे सहमत हूं। पिछली बार मैंने अपनी कांस्टिट्यून्सी की बाबत कहा कि कुश्नेत्र, नरवाना और पानी-

पत जीव में डीजल कर्से चलाई जायें, कैथल स्टेशन पर गुड्ज सोड बढ़ाना चाहिये, जीव स्टेशन पर पैसेन्जर सोड बनाना चाहिये। लेकिन यहाँ पर हमारी चीजों का जवाब नहीं दिया जाता। हमारे रास्ते में यह मजबूरियाँ हैं।

उपाध्यक्ष महोदय : आप हर दफा इतनी बातें बतला देते हैं कि वह सबको छोड़ देते हैं।

श्री मू० चं० जैन : अगर उनका यही स्टैंडर्ड है कि हम जितनी ज्यादा बातें बतलाते हैं उनको छोड़ दिया जाय तो मैं उनको मुबारकबाद नहीं दे सकता और न वह इस बात का क्लेम कर सकते हैं कि उन्होंने एक साल के अन्दर रेलों में इतना सुधार कर दिया। मैंने यहाँ पर इतनी बातें कही हैं और मुझे विश्वास है कि हमारे रेलवे मिनिस्टर के जरिये वे देखी जायेंगी। यह मिनिस्ट्री इस पर ध्यान देगी और हमें सैटिस्फैक्शन देगी कि उसने उनको एग्जामिन किया और इन बातों का जवाब यहाँ पर दिया जायेगा।

श्री बजर्राज सिंह : उपाध्यक्ष महोदय, सदन का जो समय है उसके विभाजन के सम्बन्ध में भी मैं समझता हूँ कि कुछ ऐसा प्रयत्न किया जायगा जिससे कम से कम हर विचार धारा के लोगों को अपने विचार प्रकट करने का मौका मिलेगा। मैं पांच मिनट से ज्यादा न लेकर रेलवे बोर्ड से सम्बन्धित कुछ बातें कहना चाहता हूँ। मैं समझता हूँ कि अब समय आ गया है जब रेलवे बोर्ड को पूरी तौर से समाप्त होना चाहिये। अब कोई ऐसा मौका नहीं है कि यह समझा जाता रहे कि रेलवे बोर्ड भी काम करता रहे और पार्लियामेंट भी काम करती रहे। अगर आप इस साल के बजट को देखें तो पता चलेगा कि जितना हम लोक-सभा पर खर्च करते हैं, करीब करीब उतना ही रेलवे बोर्ड के ऊपर खर्च किया जा रहा है। मेरे माननीय मित्र श्री माधुर ने अभी बतलाया कि किस तरह से चार सालों के अन्दर इतने अफसर बढ़े हैं। लेकिन अगर इसके साथ

साथ आप यह देखें कि किस प्रकार नये-नये पद कायम किये जाते हैं, तो उसे देख कर आपको हुरानी होगी। रेलवे बोर्ड के ५ मेम्बर हैं और ऐसे ही ऐडिशनल मेम्बर हैं, ७ डाइरेक्टर हैं और ४ ऐडिशनल डाइरेक्टर हैं, ज्वायंट डाइरेक्टर ७ हैं और ऐडिशनल ज्वायंट डाइरेक्टर हैं, डिप्टी डाइरेक्टर १४ हैं और ऐडिशनल डिप्टी डाइरेक्टर १२ हैं, असिस्टेंट डाइरेक्टर ३ हैं और ऐडिशनल असिस्टेंट डाइरेक्टर ८ हैं। हर जगह पर ऐडिशनल मौजूद हैं। सेक्रेटरी ऐडिशनल हैं, ज्वायंट सेक्रेटरी ऐडिशनल हैं। इसके साथ ही एक दूसरी चीज भी देखने में आती है। कुछ परमानेंट स्टाफ हैं और कुछ टम्पोरेरी स्टाफ हैं। टम्पोरेरी स्टाफ प्यक् चलता है। आप इसका उदाहरण भी ले लें। इस्टैब्लिशमेंट को ही देख लीजिये। सन् १९५६-६० में परम नेट स्टाफ में अकाउन्टेन्ट्स, असिस्टेंट्स, क्लर्क्स वगैरह सब मिला कर ४२० हैं लेकिन टम्पोरेरी हैंसियत में ८३२ हैं। अभी हमारे माननीय मि. श्री मायुर भाषण कर रहे थे तो माननीय रेलवे मंत्री महोदय ने कहा कि अब हमने यह स्टाफ कम करने की तरफ कदम उठा लिया है। मैं कहना चाहता हूँ कि इस्टैब्लिशमेंट में जहाँ सन् १९५५-५६ में अकाउन्टेन्ट्स, असिस्टेंट्स वगैरह ३११ थे वहाँ अब सन् १९५६-६० में ४२० किये जा रहे हैं। मेरे पास बहुत वक्त नहीं कि इस पर काफी तफसील से कहा जाय, लेकिन मैं कहना चाहता हूँ कि नीति सम्बन्धी किसी बात को हल करने का सवाल आता है तो कोई भी ऐसा आदमी जो हमारे देश के जननत्र की परम्पराओं में विश्वास नहीं करता वह नीति नहीं बना सकता। नीति बनाने वाला वह हो सकता है जिसने देश की कठिनाइयों को देखा है। जो लोग सैलून में चलना जाते हैं, जो कहते हैं कि साढ़े तीन या चार हजार रुपये से कम वेतन पर हम रह नहीं सकते हैं, वे नीति बनाने का कोई काम नहीं कर सकते हैं। अगर आप इस बजट को देखेंगे तो हर जगह पर मेम्बर के पास ऐडिशनल मेम्बर, हर सेक्रेटरी के पास प्राइवेट सेक्रेटरी

भी दिया होगा। जो भी इस तरह का पद बनता है तो उस के साथ पूरा पैराफर्नेलिया लगा हुआ होता है। एक पद बनाया गया तो उसके साथ प्राइवेट सेक्रेटरी बनाया गया। प्राइवेट सेक्रेटरी का दफ्तर होगा, उसके साथ सारी वही बातें होंगी जो कि योरोपियन देशों में हुआ करती है। उनके लिये एक टेलिफोन बहुत आवश्यक है। इसके साथ बाहर भी एक आदमी ऐसा बैठा रहना चाहिये जो हमेशा देखता रहे कि साहब टेलिफोन पर बात तो नहीं कर रहा है। इस तरह से खर्च करने और लाइन बिछाने का काम आप क्या कर सकते हैं? मुझे अफसोस के साथ कहना पड़ता है कि जब ग्रंथेजी जमाने में कोई योजना होती थी तो उसमें एक साल के अंदर ३५० मील लम्बी नई लाइन बनाई जा सकती थी, लेकिन आज ८०० मील लम्बी पुरानी लाइन ठीक नहीं हो पाती है। होता यह है कि देश का रुपया जो आज निर्माण के काम में लगना चाहिये, लाइन बिछाने में जाना चाहिये, जिन्हें बैकवर्ड एरियाज कहते हैं, उनमें लाइन बिछाने में खर्च होना चाहिये वह रुपया खर्च हो जाता है सरकारी अफसरों की तनख्वाहों पर, वह खर्च हो जाता है ऐसी-इशरत के सैलूनों में। मैं पूछना चाहता हूँ कि आखिर कौनसी ऐसी दिक्कत है? आज जब देश का सबसे बड़ा आदमी चल सकता है बिना सैलून के तो यह आदमी नहीं चल सकते? बार-बार सदन में कहा जाता है रेलवे मिनिस्टर महोदय की तरफ से कि सैलून तो सिर्फ इसलिये रखे जाते हैं कि जो रेलवे बोर्ड के मेम्बर हैं या दूसरे अधिकारी हैं वे उन में आराम से जितना चाहें काम कर सकें। उपाध्यक्ष महोदय, मैं अपने रेलवे मंत्री महोदय से यह जानना चाहूंगा कि जब राष्ट्रपिता महात्मा गांधी उस जमाने में थर्ड क्लास में चल सकते थे जबकि अपना राज्य नहीं था तब आज जबकि देश के निर्माण की बातें की जा रही हैं और इस देश में एक समाजवादी समाज की स्थापना की बात कही जा रही है तब कुछ इन्ने गिने लोगों का सैलूनों में चलना कुछ समाज में नहीं आता है और ऐसा

[श्री बजरंग सिंह]

करके कोई हम इस देश में समाजवादी समाज की स्थापना के ध्येय की प्राप्ति के पथ पर अग्रसर नहीं हो रहे हैं। मैं यह निबंदन करना चाहता हूँ कि यह मुल्क को ऊपर उठाने का काम नहीं है। जिस तरह से कि आज आपके प्रशासन का एक्सपेंशन हो रहा है और प्रशासन पर होने वाला व्यय निरन्तर बढ़ता जा रहा है और कार्यक्षमता बजाये बढ़ने के घटती जा रही है तो मेरा कहना है कि यह सही दिशा की ओर हम नहीं बढ़ रहे हैं बल्कि विपरीत दिशा की ओर बढ़ रहे हैं। आज इस बात की बहुत आवश्यकता है कि हमारा यह खर्च कम हो।

अगर नीति सम्बन्धी मामले रेलवे मंत्री महोदय खुद तय कर नहीं सकते, उन के दो डिप्टी मिनिस्टर्स तय नहीं कर सकने तो आप १० डिप्टी मिनिस्टर्स रख लीजिये, लोक-सभा से चुने हुए आदमी होते हैं उन्हें जनता की तकलीफें मालूम होती हैं और उन से यह काम कराइये।

उपाध्यक्ष महोदय, इस के अतिरिक्त हम चाहते हैं कि देश में से आर्थिक असमानता हटे और आज जो भारी असमानता तनख्वाहों के बीच में है वह हट जाय तब मैं पूछना चाहता हूँ कि यह रेलवे बोर्ड के मेम्बर्स के लिये जो सदन में मंत्री महोदय मांग ले कर उपस्थित होते हैं और उन की ३००० और ४००० तनख्वाहों की जो मजदूरी सदन से कराते हैं वह कहा तक उचित है। आज सवाल यह आप के सामने है कि आश्विन ऐसे बड़े-बड़े अफसरों को जिन की कि १ हजार से ऊपर तनख्वाह है उन को आप कब तक यह मोटी मोटी तनख्वाहें देते रहेंगे। मैं पूछना चाहूंगा कि क्या यही मूल्य से गरीबी और आर्थिक असमानता को दूर करने का रस्ता है? उस का सही जवाब तो यही है कि आज इतनी लम्बी-लम्बी तनख्वाहें बन्द कीजिये और अगर वह आप न कर सकते हैं तो फिर आप कम से

कम ऐसे लोगों को जोकि स्टैबुटरी बौड़ी नहीं है, जो ऐबवाइजरी कैपेसिटी में सलाह देने के लिये है, एक्सपर्ट बौड़ी है तो आप उन को सिर्फ एक्सपर्ट की निगाह से देखें और मैं कहना चाहूंगा कि आप रेलवे बोर्ड को खत्म कर के रेलवे मिनिस्ट्री का विस्तार करे और उस के जरिये नीति सम्बन्धी बात करे।

अब जहां तक कि देश में नई-नई रेलवे लाइनें बिछाने की बात है और रेल और रोड कोइन्टिनेशन की बात है तो फाइनेंस मिनिस्टर साहब के बजट को देख कर ऐसा मालूम हुआ और उस के सम्बन्ध में अभी माननीय रेल मंत्री महोदय ने बतलाया कि उन की सलाह पर फाइनेंस मिनिस्टर साहब ने टायर और डोजल आयल पर कर बढ़ाया है तो मेरा तो कहना है कि इस तरह की राष्ट्रीय अडरटेविंग को इस तरह का प्रीफेस दे कर आप यह साबित करते हैं कि मुल्क में कोई भी राष्ट्रीय उद्योग और व्यवसाय अच्छी तरह से नहीं चल सकता। मैं तो कहूंगा कि आप रोड और रेल दोनों को कम्पिटिशन करने के लिये बराबर का मौका दीजिये। अब जिन इल को मे रोड है वहां पर हमें रोड ट्रांसपोर्ट ठीक करने की ओर ध्यान देना चाहिये और वहां पर नई रेलवे लाइनें नहीं बिछाना चाहिये अलबत्ता उन स्थानों पर जहां कि सड़कों की व्यवस्था नहीं है वहां पर रेलवे लाइनें बिछाई जानी आवश्यक है। हमें यह देखना होगा कि किस स्थान पर रोड ट्रांसपोर्ट की व्यवस्था की जानी चाहिये और किस स्थान पर रेल की व्यवस्था होनी चाहिये और उस के अनुसार हमें काम करना चाहिये। हमें इस देश के आर्थिक साधनों के अनुरूप सावधानी से कदम बढ़ाना चाहिये ताकि बेकार में पैसा व्यय न हो। हमारा ध्येय इस देश की जनता को सुख और सस्ता याता-यात का साधन सुलभ कराना होना चाहिये।

Shri Raghunath Sahai (Budaun)
With your permission, I would like to bring three or four points to the notice of the hon. Minister

Mr. Deputy-Speaker: Within five minutes

Shri Raghunath Sahai: I will try. Something has been said here about catering arrangements. There was a time when in this House great dissatisfaction was expressed regarding the arrangements made by private contractors and when the Government or the Railway Ministry agreed to the introduction of departmental catering we heaved a sigh of relief and we thought this arrangement would be much better and the complaints that were made before would not recur. But I am sorry that this departmental catering is also going the same way as the private contractor's arrangement.

Recently I had to travel in the Grand Trunk Express from Mathura to Hyderabad and again from Hyderabad to Delhi during the last week of February and the first week of March. It was such a painful experience not only for me but also for many other Members of Parliament who had gone to Patancheru to the Parliament Members' Training Camp. Then I had to append a note to the complaint book on the 6th February 1950. With your permission, I will read it.

"I travelled in the G.T. right from Mathura up to Hyderabad on the 26th January. Thereafter, I returned from Hyderabad to New Delhi again by G.T. leaving Hyderabad on 4-2-50. Both these trips gave me lamentable experience of catering done departmentally. The management and set of persons on these two trips were practically the same and despite our warnings they did not care to improve things by a jot or tittle. Tea, coffee, vegetarian food and—South Indian friends said—even South

Indian food was hopeless. They appear to be a hopeless lot who have out-Heroded Herod, treating people's complaints with indifference. We expected things would improve after the management was taken over departmentally but this is something of which we should feel ashamed. I wonder if there is any inspection by any railway authorities of this kind of popular management. If M.P.s could be treated like this, God help other ordinary passengers who would not even care to complain. The complaint book was not made available to any of us in the train though we repeatedly asked for it. Here I am appending this note in 100 N.A., when the bearer has brought it to me. I am making the payment of his bill under protest but I wish that an immediate enquiry be instituted into this hopeless state of affairs. Copy of this note may be immediately forwarded to the Minister of Railways also."

Mr. Deputy-Speaker: This note was appended after receiving the training?

Shri Raghunath Sahai: Yes, Sir. But we did not receive any training regarding catering. Though I have appended this note and though I have read it out with your permission, I do not wish to come to the conclusion that departmental catering should be scrapped. But what I wish is that greater supervision should be exercised.

I had an opportunity to go through the very comprehensive report written by our valued friend, Acharya Kripalani. He has also emphasised that until and unless greater vigilance is exercised even departmental catering can lead to those results. Another common feature noticeable in this connection is after supplying food, tea and coffee they would not give the cash memo and would come just when the starter has been given and the train is on the move. They would

[Shri Raghunir Sahal]

ask for payment and when the passenger would ask, "Where is the bill?" they would say, "Sir, there is no time. Kindly hand over the money." This shows that really something is wrong regarding these arrangements.

I have also noticed that in long journey trains, for instance, the Mail running from Amritsar right up to Howrah, there is no dining car and long journey passengers are put to a lot of trouble. I hope the hon. Railway Minister would look into this also.

Up to the last two or three years there was a practice that applica-

Mr Deputy-Speaker: The hon. Member's time is up.

Shri Raghunir Sahal: I am finishing my speech within two or three minutes.

Up to the last two or three years there was a practice that applications and representations with regard to new lines

Mr Deputy-Speaker: The training given there was not that time limit shall not be adhered to.

Shri Raghunir Sahal: Kindly bear with me. I have to sponsor the case of my constituency. I have been pressing for the last so many years that the Rosea-Babrala broad gauge line should also be taken up. It was in 1914, during the First World War, that the British Government took up the survey of that line, but 44 years have passed and I have been pressing for this for the last seven or eight years that I have been here. It appears that the Railway Ministry has turned a deaf ear to it. I would very respectfully beg to bring it to their notice that this line should also be considered.

The hon. Deputy Minister was there the other day in Lucknow and he must have listened to it that the demand for this railway line was made in Lucknow as well. By opening that line the two backward districts of Shahjahanpur and Budaun will be very much benefited. They are backward districts. There is no business or trade there. The law and order situation is also hopeless. By opening this line not only the journey between Lucknow and Delhi would be shortened, but all these shortcomings that I have described would also be mitigated.

श्री श्रीनारायण दास (दरमंगा)

उपाध्यक्ष महोदय, मुझे जहाँ तक याद है मैं रेलवे के ऊपर बहुत ही कम बोला हूँ।

उपाध्यक्ष महोदय क्या अच्छा होगा कि आप आज भी न बोलते।

श्री श्रीनारायण दास: पहली बात तो मैं यह कहना चाहता हूँ कि रेलवे में जो चार श्रेणी के कर्मचारी हैं उन में नम्बर १ और २ तथा नम्बर ३ और ४ के कर्मचारियों के बीच भीतर ही भीतर बड़ा संघर्ष चलता है। इस से रेलवे की एफ़ीसोसी बहुत कम होती है। नम्बर १ और नम्बर २ के कर्मचारी कहते हैं कि जब मैं स्वराज्य आया है नम्बर ३ और ४ के कर्मचारी हमारी बात ही नहीं सुनते। और दूसरी ओर नम्बर ३ व ४ के कर्मचारी कहते हैं कि जब मैं स्वराज्य आया है तब मैं नम्बर १ और २ के कर्मचारियों का व्यवहार हमारे साथ बहुत खराब हो गया है जिस से हम को अच्छा काम करने का साहस नहीं होता। मैं चाहता हूँ कि इस बात की छानबीन होनी चाहिये और इस मनोमालिन्य के कारण को दूर करना चाहिये, क्योंकि अगर यह स्थिति रहेगी तो रेलवे के काम में तरक्की नहीं हो सकती। मेरा ख्याल है कि दोनों तरफ की शिकायत कुछ कुछ सही है। इसलिये इस चीज की जाँच पड़ताल होनी चाहिये।

और इन दोनों वर्गों में अच्छे सम्बन्ध स्थापित किये जाने चाहियें। मैं आप को एक उदाहरण दूँ। जब नम्बर ३ व ४ के कर्मचारियों का कोई मामला, चाहे वह वेतन के सम्बन्ध में हो, चाहे वह छुट्टी के सम्बन्ध में हो, चाहे वह पेंशन के सम्बन्ध में हो, चाहे वह प्रावीडेंट फंड के सम्बन्ध में हो, जब भी उन की कोई दरखास्त किसी ऊपर के अफसर के पास जाती है तो उस के डिस-पोजल में बहुत जबरदस्त देरी हो जाती है। इस से उन को असन्तोष होता है। जिन की पट्ट च होती है उन का डिसपोजल जल्दी हो जाता है। मैं अष्टाचार की बात नहीं कहना चाहता था, लेकिन इस स्थिति में अष्टाचार भी हो सकता है। तो इस बात की छानबीन होनी चाहिये और जो असुविधा नम्बर ३ व ४ के कर्मचारियों को है उस को दूर किया जाना चाहिये। और उस के बाद फिर अनुशासन के सम्बन्ध में जो नियम हैं उन को कड़ाई के साथ बरतना चाहिये तो वह अच्छा काम दे सकेगा।

मुझ से पहले यह बात कही गयी कि रेलवे के ११ लाख कर्मचारियों को जो पेंशन की सुविधा दी गयी उस का लाभ केवल २२ या २३ हजार कर्मचारियों ने ही उठाना पसन्द किया है। मेरा जहा तक खयाल है उस का कारण यह है कि कर्मचारियों का खयाल है कि पेंशन के डिस-पोजल में बहुत देरी होगी इसलिये वह इस में नहीं आना चाहते। वह समझते हैं कि प्रावीडेंट फंड तो फिर भी आसानी से जल्दी मिल जायेगा पर पेंशन में बहुत देरी होगी यह चीज रेलवे विभाग में तो पहले पहल लागू की जा रही है, पर सरकार के दूसरे विभागों में तो पहले से है। वहा पर काफी देरी होती है।

तो मैं यह कहना चाहता हूँ कि नीचे वाले कर्मचारियों की मांगों का पूर्ण तरह छान बीन होनी चाहिये।

मैं रेलवे मंत्री जी को धन्यवाद देता हूँ कि उन्होंने मेरे इलाके वालों के लिये बड़ा काम किया है जिस से लोगों को बहुत खुशी है। वह है मुकामा घाट में पुल का बनना। इस के लिये बहुत समय से उत्तरी बिहार, पूर्वी उत्तर प्रदेश और आसाम के लोगों की मांग थी। इस पुल के बन जाने से आदिमियों के आने जान और माल लाने ले जाने की बड़ी सुविधा हो जायेगी। यह पुन समय से पहले तैयार हो गया है यह और भी खुशी की बात है और इस के लिये मैं उन कर्मचारियों को जिन्होंने वहा काम किया और रेलवे मंत्रालय को धन्यवाद देता हूँ।

मैं एक बात और कहना चाहता हूँ। जब हम अपनी कास्टीट्यूट्स में जाते हैं तो लोग सरकार के विभिन्न विभागों के बारे में शिकायत करते हैं, तो हम उन से कह देते हैं कि इस की जांच पड़ताल करे लेकिन जब हम रेल में सफर करते होते हैं तो हमारे साथी भूसाफिर हम से रेलवे विभाग की शिकायत करते हैं कि रेलवे वेर से चलती है, कोई देखभाल करने वाला नहीं है आदि आदि, तो हम उन से यह नहीं कह सकते हैं कि हम जांच पड़ताल करेंगे, पर उस समय हम को लज्जित हो जाना पड़ता है।

मैं मंत्री जी से, जोकि हमारे प्रान्त के ही हैं, यह कहना चाहता हूँ कि आप गंगा के उत्तर का नक्शा देखें और गंगा के दक्षिण का नक्शा देखें तो आप को बड़ा अन्तर मानूम होगा। जिस समय श्री गोपालस्वामी आयरगर रेल मंत्री थे तो उन्होंने यह स्वीकार किया था कि मीटर गेज के साथ स्टेपमदरली ट्रीटमेंट किया गया है। मैं मानता हूँ कि अब इस स्थिति में कुछ सुधार हुआ है लेकिन फिर भी अफसरान छोटी लाइन को बुरी निगाह से देखते हैं। इसीलिये अब तक उस का सुधार नहीं हुआ है।

वी कम्प्लेक्स का : यह गलत है ।

श्री श्रीनारायण दास : मैं यह कहना चाहता हूँ कि पूरा सुधार नहीं हुआ है ।

इस के अलावा मैं एक बात यह कहना चाहता हूँ कि दरभंगा जंक्शन है जहाँ तीन चार लाइनें मिलती हैं और समस्तीपुर में भी तीन चार लाइनें मिलती हैं । इन तीन चार लाइनों का वैसिजर और गृहस ट्रैफिक दरभंगा के जाने के लिये एक सिंगल लाइन का ही नहीं है । हमने सुना था कि उस को डबल किया जायेगा । हम ने सोचा कि चलो इस से कुछ सुविधा होगी । लेकिन फिर कुछ दिन बाद सुना कि इस लाइन को डबल करने के बजाये मुजफ्फरपुर से एक लाइन दरभंगा को खोली जायगी ताकि मुजफ्फरपुर, दरभंगा और समस्तीपुर का एक ट्राइएंगिल बन जायेगा । मुजफ्फरपुर दरभंगा लाइन का सर्वे हुआ । और जब मैं ने उस सम्बन्ध में सवाल किया तो कहा गया कि वहाँ का टेरेन ऐसा है कि वहाँ लाइन नहीं बनाई जा सकती । मैं इंजिनियर तो नहीं हूँ लेकिन मैं समझता हूँ कि वहाँ का कोई स्पेशल टेरेन नहीं है अगर वहाँ रेलवे लाइन खोली जाये तो मुनाफा अवश्य होगा । इस तरह से न तो समस्तीपुर दरभंगा लाइन का डबलिंग हुआ और न दरभंगा मुजफ्फरपुर लाइन बनी । मैं मंत्री जो से कहूँगा कि वह दरभंगा मुजफ्फरपुर लाइन को फिर से जांच पड़ताल करावे । यह बहुत जरूरी है । जैसा टेरेन दरभंगा से समस्तीपुर तक है वैसा ही दरभंगा से मुजफ्फरपुर का है । दरभंगा से समस्तीपुर तक माल और पैसिजरो के घाने जाने के लिये एक ही लाइन है । इस से बड़ी असुविधा होती है । अगर इस लाइन का डबलिंग हो जाये तो भी कुछ सुविधा हो सकती है ।

अगर आप इजाजत दें तो मैं एक बात और कहूँ ।

उपाध्यक्ष महोदय : अब नो आप बस ही कीजिये ।

Shri Khadilkar may have five minutes. I must call the hon. Minister at 3-45.

Shri Khadilkar (Ahmednagar): Another Member from my group has withdrawn from speaking.

Mr. Deputy-Speaker: Therefore, he will have five minutes.

Shri Khadilkar: The Railway Minister and the Deputy Ministers with their amiable temper have presented a picture to this House which is most deceptive. Though in the short time at my disposal I would not be able to touch the financial aspects as well the administrative aspects, yet I shall try to touch some of the points.

From his speech it appears that this almost monopoly national transport undertaking is so flourishing that workers have enough time for play, music, dance, painting and kabaddi. I do not know whether Ministers have any time joined this kabaddi game; for, if they have, they would have got the satisfaction how our railways are running.

But this superficial picture as it is presented here, a deceptive picture, is likely to mislead the House and the country at large. I say this because it was expected of this department as a major national transport undertaking to see that its financial position, its organisational set-up were somewhat in keeping with the tempo of the planning in the country. People talk about the Railway Board I have no grouse against the Railway Board, but has the mentality that has been developed from the British regime, and the method of working, changed? I hear so many complaints on the floor of the House about petty things, small things about constituencies, I feel sometimes that the whole debate is degenerating. It is after all a national asset and a national undertaking, and if the Railway Board, which is the supreme authority, had taken some pains to consider as to how to remould

and reorganise the whole thing, things would have been totally different.

I would suggest one or two things only. Have they got station committees, committees at every level, and do they invite people, and explain why priority is given to a particular line and not to another? I know he cannot take at railways from his hat, and satisfy all people. That is not possible, but, under the circumstances, it is the duty of the Railway Board to present a picture and say why a particular priority is given, to convince the people, and if I am not convinced, try to convince me again. These petty demands will disappear if priority is properly given, of course depending on the needs of the backward areas, on the general planning set-up and other considerations. Unfortunately, this type of picture is not before us.

Then there is another thing. We have heard about two unions. From the time of the British regime this stonewalling tactics between the Ministry and labour have been going on. Have they changed? He was proud and rightly proud of the performance of the railwaymen, but are the railwaymen feeling that they are participants in this undertaking? That is the major question. You talk of participation in the management in the private sector. This is one of the biggest undertakings where you should have encouraged them and told them that every section would be represented in the station committee, divisional committee, and the committee at the top, at the Railway Board level, where all matters will be discussed, priorities determined, grievances settled etc., and then the major policy matters would come before the House. This is the way of presenting a Budget in a planned economy. It is not the way to continue the old pattern, thinking that things are going on quite all right. When it comes to finance, from his speech it appears that he is not in a position to give a realistic picture as to what would be the position the next year or a year hence, because he does not know, and all the blame is put on the poor road transport people.

Formerly these three departments—shipping, transport and railways—were being run under one department, and that was in a way correct. It is, therefore, the duty of the Railway Board to have made a study of transport economics, the needs of the people, and the question as to which transport system serves the needs of the people, and the needs of the economy, must be taken into consideration while determining either a taxation proposal or certain modifications therein, to meet the immediate present needs. These are the important things which the railways have completely ignored.

So, my first plea will be, let them make a beginning. I do not quarrel with the set-up at the top, but the set-up at the top which has crystallised into a cast must be broken, and every participant in the railway must feel, whatever be the union politics, that he is a railwayman, and therefore he is proud of doing his bit. I know on the production side they have done some good things for which they deserve credit, but that needs to be done in other fields also.

Then I come to another thing, this contractor business. At Wadi Bunder in Bombay loading and unloading are done by contractors. We talk of co-operation and tell it to the peasants. I would like to ask the Railway Minister as to what the departments are doing. Has he, any time, anywhere, tried it? I know at Hyderabad they have tried this in a little way, and it has been a success. These contractors are the source of corruption. They corrupt the top officials and the supervisory staff, and they exploit ordinary coolies. This is the method. Why not loading and unloading be done by co-operative method? I would like to know from him.

Shri Jagjivan Ram: If there is any co-operative, I am always prepared to give it to them.

Shri Khadilkar: You must encourage them. It is not going to fall from the heavens. You ask the workers to come together and form co-operatives. That must be the Government policy. The

[Shri Khadilkar]

initiative must come from the Ministry, it is not at least in the beginning going to come from below. You must encourage people to come forward. This is my plea. If you accept it, well and good.

Shri Shah Nawaz Khan: The hon. Member is so vehement in this pleading for co-operatives. Would he himself organise co-operatives?

Mr. Deputy-Speaker: In his vehemence he has forgotten that he has to address me.

Shri Khadilkar: No, no. My time is too short. Please, I will finish it.

Mr. Deputy-Speaker: If the time is short, he should not ignore me.

Shri Khadilkar: Sir, I never do it.

Then there is the question of accidents. I know there are accidents, but we exaggerate that picture sometimes. I have seen charts of other countries. So, we need not create a sense of alarm in this country, but at the same time, it is our duty to find out some new solution.

I want to throw a suggestion in this connection. Why not make a compulsory insurance? As soon as a man entrains, he will be insured, for paying one anna more. If there is an accident, he will get the money. If men are involved in accidents, they will get immediate relief by way of insurance.

Shri Jagjivan Ram: That is not necessary because we pay compensation irrespective of the fact whether the fault is of the railway or not.

Shri Khadilkar: While I was in China, they were constructing new lines, and one of the Ministers told me

Mr. Deputy-Speaker: No, the hon. Minister is going outside the country also. He should conclude.

Shri Khadilkar: I will finish in a minute.

This is my suggestion.

Regarding the new lines, as I said, I congratulate the Railway Minister, for taking up Diva Dasgaon line but if a map of Indian railways is kept here for the benefit of the House, what will you see? You will see that there are many lines in Gujarat and Cutch side, there are good many lines in the Gangetic belt, a few lines in the eastern coastal belt, and in the rest of the area you will find there are hardly any lines. You must explain why this has happened. I do not want to be regional in my approach, but you must explain to the people why this has happened, and why extension, particularly in the western part, was not possible.

Mr. Deputy-Speaker: Let us hear. He will explain.

Shri Khadilkar: I congratulate him for making a firm announcement, giving an assurance to this House regarding the western coastline. He has made a beginning there. So far, so good. But I have one other suggestion.

As my hon. friend from Mysore said, the old States never developed communications. Some parts of the old Hyderabad State such as Marathwada are absolutely, from the point of view of communications, backward. Another point is that if a few miles of additional lines are laid, the southern and the northern metre gauge lines will be connected, and that would be in the best interests of transshipment, connecting south and north.

Shri Shah Nawaz Khan: Sir, Demand No. 1 deals with the Railway Board. I am very grateful to the hon. Members who have taken such keen interest in this debate. I will try to reply to as many points as possible. But, it is apparent that, when so many hon. Members have taken part and so many hon. Members have given so many different suggestions, it is not humanly possible to deal with all of them on the floor of the House at this moment. But, yesterday, the hon. Minister of

Railways informed the House that it was his intention to hold informal meetings with the Members of Parliament who come from the different railway zones. I hope that any points which are left over today and which I am not able to reply to now will be raised at those meetings and settled satisfactorily.

In this debate a number of hon. Members have referred to many points which were also discussed during the general discussion on this Railway Budget, the question of overcrowding, the question of passenger amenities, the wagon position, particularly, the difficulty in obtaining wagons in certain areas etc. During the Question Hour, today, I informed the House that as far as the wagon position is concerned we were in a comfortable position. If there are any special difficulties that are being experienced in any place I would be very grateful if those are pointed out to us so that we will take necessary steps to do away with those difficulties.

Mention has also been made by a number of hon. Members about corruption that is rampant. The House is aware of the steps that have been taken. Vigilance organisations have been set up and I can only inform the House that they are doing very useful work and they are quite effective and fighting this evil. It is our firm determination to fight corruption until it is rooted out. But, it will take time.

Then a number of hon. Members also raised the question of retrenchment. They were informed by the hon. Minister in his reply to the general discussions that there would be no retrenchment of regular railway employees. But, in order to effect economy, here and there we may have to dispense with the services of casual labour or give up certain posts or vacancies for which there is no justification for retention. But, by and large there is no intention of carrying out any retrenchment of regular railway employees.

A number of hon. Members have raised, with great feeling, the question of rail road competition. A suitable, and I thought a full, reply was also given by the hon. Minister. So, I will not dwell on this point. (Interruptions)

Shri Harish Chandra Mathur: It is convenient also.

Shri Jagjivan Ram: Now, new railway lines.

Shri Shah Nawaz Khan: I would just like to say one word about this rail road competition. Only the other day, my hon. friend, Gian Gurmukh Singh Musafir while speaking on this subject said it looked rather fantastic that the railways which carried about 95 per cent of the traffic should be worried about 5 per cent of the traffic that was being carried by road transport. It is not about the 5 per cent that we are really worried about. It is not our concern. But, our real concern is that this 5 per cent is the cream which is being taken away by road transport. High-rated traffic is being taken away and we are left with the low-rated traffic like coal and jute and things like that. That is our only concern.

Shri Sinhasan Singh (Gorakhpur): They offer better facilities.

Shri Harish Chandra Mathur: What has happened in European countries?

Shri Shah Nawaz Khan: Many hon. Members have made very useful suggestions to us for improving the operation of our goods trains, for speeding up the goods trains and for rooting out corruption or harassment that might be there among our staff. They were all very valuable suggestions and we will certainly pay very great attention to them.

A number of hon. Members referred to the necessity for speeding up our trains. The House is aware that over almost all our main lines, some line capacity works are going on. As soon as these line capacity works are com-

[Shri Shah Nawaz Khan]

pleted—I am sure the speed of our trains will increase considerably. I may inform the House that already the Railway Minister has taken steps to speed up trains wherever it is feasible and I hope appreciable results will appear in the near future.

Reference has also been made by a number of hon. Members to the question of upgrading in railways. I am glad to inform the House that good progress has been made in this respect and there are very few cases that are left outstanding.

Same is the position regarding the settlement of dues. I am aware of the feeling in the House about the dues of the railway employees being allowed to linger on for a long time and not being paid. This matter has been followed up very keenly in the Railway Board and I am glad to say that good progress has been made. We hope that in the not distant future whatever outstanding dues for settlement are there will be settled very soon.

A large number of hon. Members including Shri Mathur, Shri Braj Raj Singh and, I think, Shri Bharucha, and others referred to the large-scale expansion that has taken place in the Railway Board. I would like to deal with this question at some length.

Shri Mathur referred to the large increase in the strength of the officers of the Railway Board as compared to 1954. In this connection, the hon. Members are aware that large-scale development programmes were planned and executed. To cite one example, the works programme for the year 1954-55 was about Rs. 36 crores, while the revised estimate for the works programme for the year 1958-59 has increased to Rs. 155 crores. Just note the difference between Rs. 36 crores and Rs. 155 crores.

Shri Harish Chandra Mathur: My figures related to the year 1957. Please give the figures of 1957.

Shri Shah Nawaz Khan: That is, the increase in expenditure is about 4 times. Even if the increase in wages and the prices of materials during the period is excluded, the very large increase in the volume of work will be apparent.

15-59 hrs.

[SHRI MOHAMMED IMAM in the Chair]

Apart from this, there was also the addition of new work, as for instance, the procurement of steel. We were lagging behind in steel. There was difficulty and delay and we had to send a special mission and we had to set up a special machinery for procurement of steel. There have also been inevitable additions resulting from general government policy and steps which were initiated by the hon. Members of this very House itself, such as the creation of welfare section, Hindi section, vigilance organisation, etc. These are organisations which we have had to set up. In the Railway Board certain new directorates have had to be formed. There is a planning directorate, there is an electrical directorate, signalling directorate, directorate for production and economic directorate. These directorates are all very necessary in the present context. It is absolutely essential that proper directions should be given. So, the Railway Board's office had to be geared up so as to give correct advice. Otherwise losses have occurred elsewhere. I may point out that in the number of officers of the Railway Board are included 127 section officers and private secretaries who were previously included as Assistants-in-charge. They have now been gazetted and brought into the gazetted cadre from 1st December, 1954 under the scheme of re-organisation of the Railway Board and the Secretariat services. Considering all these factors I have no doubt that there has been no large-scale increase in the strength of the Railway Board.

16 hrs.

Shri Harish Chandra Mathur: How does the hon Minister himself say that he is going to reverse the process?

Shri Shah Nawaz Khan: Nevertheless we are constantly keeping this matter in mind and wherever possible we economise and reduce the numbers as much as possible. A number of posts have already been surrendered. The process has started and we have already given up a number of posts. (Interruptions) It would not be out of place to mention here that very few hon Members can really visualise the amount of work that Railway Board has to do. (An Hon Member Hear, hear!) Please listen to me. Very few hon Members realise the huge amount of work that has to be done to cope with the starred and un-starred questions and the hundreds and hundreds of references from the hon Members of Parliament. We do not at all mind this work. In fact we welcome it because in a democratic set-up it is essential. There might have been omissions and I apologise for them but there are very strict instructions to the deputies and the officers of the Railway Board to the effect that any reference from an hon Member of this House must be treated with great respect and that is the policy that we are following.

Shri Raghubir Sahai (Budaun): There are officers who resent letters and communications from Members of Parliament.

Shri Shah Nawaz Khan: I think it is in keeping with the dignity of this House that communications from such highly placed persons as the hon Members of this House should be addressed to the Minister or to his deputies!

Shri Harish Chandra Mathur: Here, I would like to say a word because the hon Minister also referred to a confidential circular letter issued by the Minister of Parliamentary Affairs which I received only two days back. I have written back to tell him that

it is absolutely out-dated and it infringes upon my privilege even as a free citizen to write to the officer concerned. It would be absurd to write to the Minister where an officer on the spot can give you a reply and it will take only unnecessarily six months and I think it is not necessary.

Shri Jagjivan Ram: That circular letter of the Minister of Parliamentary Affairs is there.

Shri Harish Chandra Mathur: I have taken exception to that.

Shri Jagjivan Ram: You may take exception. But the instructions that I have given to the officers is this that whenever there is any correspondence from any Member of Parliament concerning some matter of public importance, he will send a reply to it. But if it concerns the grievance of some individual railway employee, he should request the hon Member to write to the Minister or the Deputy Minister and he will not enter himself into correspondence.

Mr Chairman: The privilege of the hon Member is not at all taken away by the circular letter, the hon Member may address the Minister direct.

Shri Shah Nawaz Khan: A number of hon Members referred to the confirmation of temporary employees who have put in a service of more than one year. I think Shri Vittal Rao and some other hon Members referred to this. Confirmation of staff is dependent upon the availability of permanent vacancies in the cadre. Temporary cadres in each department are reviewed from time to time and temporary posts in existence for a long time are converted into permanent posts. Instructions already exist that temporary posts should be sanctioned only for work of a temporary nature but otherwise only permanent posts based on adequate justification should be sanctioned. Further temporary employees are allowed to contribute towards State provident fund on completion of one year's continuous service and are already enjoying

[Shri Shah Nawaz Khan]

most of the benefits of permanent employees such as eligibility for leave, passes, etc. In their case, Government contribution and interest thereon is credited in their provident fund accounts on the completion of three years' continuous service but with retrospective effect for the second year of service. In view of what I have just stated the position that was sought to be made out regarding the plight of temporary employees was not fully warranted.

Shri Dasappa: Vacancies in permanent appointments are sometimes filled from those other than casuals.

Shri Shah Nawaz Khan: No, Sir. The time at my disposal is rather short. There has been reference to the indiscriminate use of special powers of the general managers under rule 148. The hon. Minister has already dealt with this and so I will not dwell on this point. But I would like to inform the House that instructions exist that they may retain this power only in the following circumstances: assault of a supervising official while on duty or the use by railway servants of abusive language to a supervising official in the presence of others while on duty which is considered to amount to gross indiscipline.

Regarding corruption, this House is very keen that we should root out corruption. Instructions have already been issued in this connection that where it is not possible to establish the charge under the normal rules where the general manager is satisfied that the person concerned is guilty.

Shri Tangamani: Sir, about this rule 148 the hon. Deputy Minister stated that in the Southern Railway the cases of 52 workers were taken up and 27 were reinstated and 25 had been discharged. What I would like to know is whether any of these 27 persons who were reinstated has been sent out from the service under rule

148. I mentioned two cases of persons who received orders of reinstatement but whose services were dispensed with under rule 148.

Shri Jagjivan Ram: I made that clear yesterday that these were not cases only of Southern Railway, these were cases relating to all the Railways. All the 27 persons have been reinstated and their services are not going to be terminated. Those who were not to be retained, they were, as I explained yesterday, in order that they are not dismissed but their services are terminated, reinstated for a few days and then their services were terminated under rule 148.

Shri Shah Nawaz Khan: A number of hon. Members referred to the question of sleepers, particularly wooden sleepers. Very briefly I would like to state the position. The total requirements of our Railways for sleepers of all types during the Second Plan was 315 lakhs. We expect to procure 263 lakhs during the Plan period. That leaves a big gap. What we proposed to do to fill that gap was to send a Steel Mission abroad for purchasing sleepers. They were able to place orders for two lakhs. Then, we are trying to import sleepers from wherever it is available at reasonable prices. We had been to Burma, Australia and some other countries and we have secured sleepers at fairly good prices. We have been trying our utmost to procure as many wooden sleepers within the country as possible, but in spite of our best efforts we have been able to procure so far only about 20 lakhs to 22 lakhs sleepers per year from the country. Attempts are being made to step up this. A meeting was held by the hon. Minister of Railways with the Chief Ministers of States and at that meeting the necessity for stepping up the production of indigenous sleepers was stressed and the Chief Ministers promised to help us as much as possible. We have also got some creosoting plants whereby after treatment we are using on the Railways wood which would not have

been normally used. Because there is shortage and because we want to use indigenous material as much as possible, we are using this creosoting plant where it is necessary and feasible. We will try to extend this process, but creosote itself is the bottleneck.

Shri Birendra Bahadur Singhji: What kind of sleepers do we use?

Shri Jagjivan Ram: Sleepers that are used on the Railways.

Shri Birendra Bahadur Singhji: I am asking about the particular sort of wood or timber.

Shri Shah Nawaz Khan: There are certain types of timber that are suitable for use as railway sleepers.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): We take only sound sleepers.

Shri Shah Nawaz Khan: Sarvashri Assar, Patel and Hem Barua referred to the necessity for giving proper protection to railway employees at wayside stations and in the NEFA area. We are fully seized of this problem. There have been some painful incidents where our employees at wayside stations have been robbed. There have also been cases of dacoities. We are trying to restore confidence there by sending our RPF men. Though it is not their main function, we are trying to look after our employees as much as possible. I visited the NEFA area about 18 months ago, and in the stations where danger was apprehended I saw with my own eyes that proper armed men either from the Army or from the Armed Police were posted. I myself talked to the staff. They felt quite confident and happy that everything was done to look after them.

A number of hon. Members have very correctly shown a lot of interest in the recommendations of the Tapse Committee regarding promotional avenues to Class IV employees. I would

very briefly like to give the position here. The Committee submitted their report on 31st March, 1958 and copies of the report were placed in the Library of the House on the 5th May, 1958. It was decided that after a tentative examination of the report the remarks of the railways should be called for to ensure that there is no practical difficulty in implementing the same. A preliminary examination was made and comments of the railway were called for. These have been received and out of 30 recommendations decisions have been taken on 18 and necessary orders issued to the railways. The remaining 12 recommendations are under examination of the Board and it is hoped to issue orders on these very shortly.

A number of hon. Members, particularly from Orissa, referred with great vehemence to the discrimination—to use their own words—that the railways were showing towards their State by not establishing a divisional headquarter or a zonal headquarter in Orissa. There was a particular demand for Khurda Road in this connection. The position is as follows. There is at present no intention to introduce the divisional pattern of organization on the South-Eastern Railway as major organisational changes cause serious dislocation of work and retard the progress of the Plan. The district pattern is therefore continuing on that railway. Regional Superintendents have, however, been provided at two district headquarters one each at Bilaspur and Chakradharpur where operational considerations require the posting of senior officers to co-ordinate the activities of various branches.

I may also inform the House that it is not only on the South-Eastern Railway that we do not have a divisional system but there is no divisional system on the North-Eastern Railway and on the North-East Frontier Railway. So there is no special discrimination against that area.

[Shri Shah Nawaz Khan]

A number of hon. Members referred to the increasing number of accidents. This question has already been replied to, but very briefly,—I shall take just half a minute for that—I shall also refer to it I am glad to tell the House that the number of accidents is coming down gradually. In the year 1952-53, the number of accidents of all types was 12,783. In 1955-56, the number of accidents was 9,904. In 1956-57, it was 9,389. In 1957-58, it was 9,011. So, there has been a progressive decrease in the number of accidents, while there has been a progressive increase in the number of trains moving.

Some hon. Members have referred to the 'useless' step of having these safety inspectors. Some hon. Members have criticized them. I have been watching this particular aspect personally. I can assure the House that this safety organization which has been set up recently is doing excellent work. The inspectors are very active and are visiting each station, studying the station rules and doing everything possible to improve the safety aspect of working in our railways. I am glad to tell the House that this newly-set up organization is doing good work.

A large number of hon. Members referred to the prevalence of contract system and my hon. friend who spoke last was particularly vehement about it. Shri Aurobindo Ghosal and a large number of other hon. Members referred to this system. As the House is aware, we have already initiated steps to abolish contract system from among the luggage porters. We have introduced de-casualisation scheme and that scheme is making very good progress. As the hon. Minister told the House, we have also taken a decision in regard to the co-operatives among the porters in handling contracts. In fact, we are trying this experiment on a number of stations. We are increasing the

number of such stations and I hope the results will be such that we can extend this system wholesale. Also, I would like to request for the assistance of hon. Members in helping us to organise co-operatives. It will be much more useful than speaking here with great feeling and vehemence. Let them help us in organising good co-operatives which will be of benefit to the labourers and workers. That will be appreciated by them very much.

I am fully aware of the feeling of the House on the question of the use of saloons by railway officers. This question has been dealt with at considerable length by the hon. Minister in this House on previous occasions. All that I wish to say is that the work of inspection is very important. Railway officers are charged with the task of keeping the track in excellent condition, seeing that all the bridges are in good order. They have to be on the move constantly and in some of the places they visit there are no rest houses. They are actually inspection carriages and not saloons.

An Hon. Member: They are luxurious saloons.

Shri Shah Nawaz Khan: If any hon. Member thinks that four-wheeler inspection carriage is a comfortable vehicle to travel, I would invite him to travel in that and find it out for himself.

Shri Subbiah Ambalam: Is it necessary to have a saloon from Madras to Delhi?

Shri Shah Nawaz Khan: It is necessary in the interest of efficient operation and efficient running of railways. This is an essential amenity which has been provided to the officers. If we were to go in for putting up rest houses for our railway officers at each place, I can assure you that the cost

will be very much more than what it is at present in allowing them to use these inspection carriages. We are, however, taking steps to ensure that there is no indiscriminate use of saloons which can be avoided. We will certainly look into that.

Shri Sinhasan Singh: Are there no rest houses where these officers can stay?

Shri Shahnawaz Khan: Maybe, in some places they are there. But there may not be cooking arrangements there.

Shri Sinhasan Singh: Railway catering is there.

Shri Shahnawaz Khan: I hope the hon. Members will not grudge this little amenity.

Shri Birendra Bahadur Singhji: Are you referring only to four-wheelers or eight-wheelers also?

Shri Shahnawaz Khan: Both.

A number of hon. Members from West Bengal referred to the inordinate delay in proceeding with the construction of Calcutta's rail link with Barasat and Basirhat. This delay, I can assure the House, is not on account of the Railway Ministry. There is some difficulty in obtaining the land. Most of the land has been handed over to us but some private parties, which were affected, have gone to the court and have obtained a court injunction. In the face of that court injunction, we cannot move any further until that injunction is vacated and the land is actually handed over to us. That is the only delay and as soon as the land is given to us we will go ahead without any delay.

There has been a very large demand from all sections of the House for increasing the number of over-bridges and under-bridges. We in the Railway Ministry are fully aware of the inconvenience caused to the public and the large hold-ups of traffic that

take place at such level crossings. We have laid down a definite policy. Where the work is within the Railway premises, the expenses have to be borne by the Railways and outside approach roads etc. have to be constructed by the State Governments. Where the co-operation is forthcoming from the State Governments we do not hold up such works. The House is aware that a tax was imposed on passenger fares and we have suggested to the State Governments that when some share out of that is sent to them, they might consider spending some of it on these over-bridges and under-bridges so that the work will progress more rapidly. I hope the hon. Members will now feel satisfied and will ask the State Governments to come forward. They will not find us lagging behind.

A few hon. Members referred to the seniority of State officers. Some of them said that the State officers had not been given a fair deal. I refute that allegation. I think we have given them a fair deal. Their posts were equated to different posts on our Railways and they were put in those posts. Later on the hon. Minister gave an assurance in the House that where gazetted officers were employed as Class III they were given the option to go back to Class II. Many officers opted for that and many of them benefited by it. I refute the allegation that the State officers have not got a fair deal. I think they have got a fair deal.

Shri Harish Chandra Mathur: There is better sympathy now.

श्री ५० सा० बाबूसाह (बीकानेर-
रजित—अनुसूचित जातियाँ) : मैं माननीय
मंत्री जी से यह जानना चाहता हूँ कि . .

श्री शाहनवाज सा० : माफ़ कीजिये,
अभी वक्त नहीं है ।

Shri Tangamani suggested that drivers should be classified as inter-

[Shri Shahnawaz Khan] sive workers The present system of classification under the hours of employment regulations is based on the recommendations of Justice Rajyadhyaksha's Award, in para 275 of which it is stated

"Considering the nature and responsibility of their duty, it seems to me evident that the running staff proper would generally be classified as continuous workers and the maximum weekly hours of employment of 54 on an average in a month should be made applicable to them"

Accordingly, the classification for the generality of the running staff has been laid down as continuous. However it is open to Railway Administrations to modify this classification to intensive if the circumstances of a particular case so justify

Shri T B Vittal Rao (Khammam) They would not do it

Shri Shahnawaz Khan: Then Shri Tangamani also referred to the question of pension. It is true that only 23,000 employees have so far opted for pension. I am also distressed to see that the response to this beneficial scheme has been so poor. The time limit for option has been extended up to 31st March, 1959, and I hope that hon Members who are interested will also go and explain the beneficial nature of this to railway employees

Shri T. B Vittal Rao: Please extend it by another six months

Shri Jagjivan Ram: You will have it

Shri Shahnawaz Khan: A number of hon Members referred to Diva-Dasgaon line. The hon Minister also dealt with this. The Planning Commission have approved of Diva-Panvel-Uran portion of this line. The Planning Branch are preparing an announcement which will shortly be made by the hon Minister

Shri Harish Chandra Mathur: They have already made it

Shri Jagjivan Ram: I made it yesterday

Shri Joachim Alva: It has come because there are big guns behind it

Shri Shahnawaz Khan: A number of hon Members have referred to narrow gauge lines and made suggestions that these should be nationalised and taken over by the Railway Ministry. In all there are eleven such railways with a mileage of 566, with assets amounting to Rs 47 crores. Most of these lines have contracts for specific periods. At the termination of each period, each case is considered on its own merits but generally the policy that we have been following in the Railway Ministry is that however badly these lines might be running they constitute an amenity in the area concerned, and we would rather extend the amenity to areas where there are no amenities at all instead of spending too much of railway money on taking over these outmoded assets. In some places, road transport, which is so popular with the hon House, has developed, and in some places these narrow gauge lines have been closed down. I hope where the amenities are not good enough and railways are not serving any useful purpose, road transport would develop more and more and take over

Shri C D Sharma (Nami Tal): No, only one point remains

Shri Jagjivan Ram: Haldwani?

Shri Sampath (Namakkal): Before the hon Minister concludes, the House would like to know the clear-cut policy of the Ministry in allowing new lines, doubling of lines, change from metre gauge into broad gauge and fixing of priorities, because many Members complained about this, and there is no word in the hon Minister's reply yesterday and even the Deputy Minister's reply today

Mr. Chairman: Let him see what the rest of the hon Minister's speech is going to consist of?

Shri Shahnawaz Khan: A number of hon Members referred to the necessity of having more staff quarters. I fully share their views. I quite agree that the position regarding staff quarters is not satisfactory. The House is aware that we set aside a sum of Rs 35 crores for construction of quarters. We hope that we will be able to construct about 40 to 50 thousand quarters with this amount. The full amount will be spent for the construction of quarters, and we fully realise the necessity of providing more and more quarters and that will always be before us.

Shri Joachim Alva: Will you name them after Shri Badhwar?

An Hon Member: It will be named after Alva. (Interruptions)

Shri Shahnawaz Khan: I apologize for I have already taken enough time of the House.

Dr. Krishnaswami (Chingleput): We want to hear you.

Shri T B Vittal Rao: More detailed information.

Shri Shahnawaz Khan: A very important point which was raised by my hon friend who is not at present here in the House, Shri Hem Barua, was that the permanent negotiating machinery was a mere mockery. I think no statement could have been more divorced from truth than this. The permanent negotiating machinery is doing very useful work. It is existing at 3 levels, at the Railway Board level where we deal with the Federation or Federations.

Shri Jagjivan Ram: Yes, Federations.

Dr. Krishnaswami: Very clever.

Shri Shahnawaz Khan: at the General Managers level and then at the Divisional level. These machineries have been.

Shri T B Vittal: Where there are no divisions like the South Eastern Railway, will it be at the district level?

Shri Shahnawaz Khan: At the regional level—they have been dealing. This negotiating machinery has been doing very useful work. But, I will say this much. It has not been altogether an unmixed blessing. I will admit that. There might have been some shortcomings in this also. But if there have been any shortcomings and if there have been any misunderstandings, I think blame can be apportioned.

I have also been a trade union worker myself. I have talked to my friends who are organising trade union movements on Railways, on several occasions and I have tried to impress upon them that when a railway employee goes to discuss on behalf of the trade union something with the officer concerned, he discusses it on equal terms. There is no question of anybody being superior or anybody being inferior. They discuss on equal terms. But when the railway employee goes back to the workshop or to the line to do his duty as a railway servant, in that capacity he is a railway servant and the other man is the officer. This distinction has to be kept in mind if cordial relationships are to be maintained. This, the railway officers as well as the railway employees should understand. When this spirit is there, I am sure we will not have any difficulty in dealing with these problems.

We have also deputed capable officers to go round to attend these meetings at the divisional or regional levels where we have been hearing that there are troubles. Maybe some of our officers are inexperienced; and

[Shri Shahnawar Khan]

so we have asked our experienced officers to go and attend those meetings and help to bring about cordial atmosphere. I hope proper co-operation will be coming from all quarters. (Interruptions).

An Hon. Member: What about Madhya Pradesh?

Shri Jagjivan Ram: It has gone to Guna-Ujjain.

Shri Shahnawar Khan: I think hon. Member, Shri Tangamani, referred to the inadequate provision for electrification from Tambaram to Villupuram on the main line in the Southern Railway. The total estimated cost of the Tambaram-Villupuram electrification scheme is Rs. 3.50 crores out of which Rs. 23.4 lakhs is the estimated cost of the civil engineering works connected with the scheme. And it is estimated that the expenditure up to 1958-59 on these works will be about Rs. 17.36 lakhs. A provision of Rs. 4.5 lakhs during 1959-60 for progressing the remaining portion of the civil engineering works is considered adequate. It is expected that the major works such as the installation of overhead equipment, etc. will be taken up in future years for which suitable provisions will be made.

My hon. friend, Shri C. D. Pande, referred to the construction of a line from Rampur to Haldwani. Reconnaissance, engineering and traffic survey for these 49 miles B.G. line was sanctioned in June 51. The final reports are under verification and are expected to be submitted shortly to the Railway Board. The long time taken over this survey is due to the fact that skilled personnel were not available in sufficient numbers owing to their pre-occupation with other priority works in the Second Plan. This project, though not included in the Second Plan, will be given due consideration on its merits when it comes to the Railway Board.

Some hon. Members spoke about electrification of Arakonam section. This will also be examined as soon as we are in a position to do so. I am sorry I have not been able to deal with all the other points made by the hon. Members for want of time. I apologise for having left out some of the points.

Some Hon. Members rose—

Shri Harish Chandra Mathur: Sir, the hon. Deputy Minister has dealt at length with even the detailed points but the general question which I raised about the evaluation of the railway projects and programmes has not been touched. We have gone into the question of this particular link or that but this is a question of general importance. Are they going to have an independent evaluation or not? If not what are their reasons for not doing so?

Shri Jagjivan Ram: I will examine the question whether such an evaluation is called for or not and if I find that such an evaluation is necessary, requisite action will be taken.

Shri Khadlikar: Unfortunately, the Deputy Minister has missed the wood for the tree as we say. I have raised two questions of basic policy: the whole set-up being re-organised in such a way that the workers will be actively participating from station level to the top. No light has been thrown on that point. Then, how are the priorities determined? You should take the people into confidence.

Shri Jagjivan Ram: So far as the first point is concerned, it was suggested last year and instructions have been issued to the general managers, to take action and to set up joint committees at all levels including the stations also. That is in the process of implementation. As regards the policy regarding the lines, I know the feeling of the House and of the Members coming from different parts of

the country. The difficulty of the Railway Ministry is that we are proceeding according to a Plan that is before us. We are having successive plans—the First Plan, the Second Plan and the Third Plan. In these successive Plans, planning is done for the development of industries and various other resources and the railway's plans are related to those Plans, whether they are of the State Governments or of the different Ministries of the Centre. Wherever there is development of industries, the railways are called upon to develop their own capacity. Our plans are related to the industrial development or commercial development or port development of the State Government or of the Central Government. We have to plan according to that. We have very little choice or freedom to develop the railway lines on the basis of different regions or States or zones or areas. But, as I said yesterday, I would myself like that some new railway lines are constructed in every State if I am provided with the necessary money.

श्री ए० सा० बाबुलाल (बीकानेर रक्षित-
अनुसूचित जातियाँ) सभापति महोदय मे
यह जानना चाहता हूँ कि भूतपूर्व बीकानेर
स्टेट रेलवे के जो टिकट कलैक्टर्स और
गार्ड्स आदि कर्मचारी हैं उनको सीनियो-
रिटी की डिमांड के सम्बन्ध में रेलवे
मंत्रालय क्या विचार कर रहा है।

श्री अगजीवन राय : जी हाँ, उसका
तो यूनिशन से सलाह करके फैसला हुआ था।

श्री ए० सा० बाबुलाल : उनकी माँग
क्या है मे यह जानना चाहता हूँ।

श्री अगजीवन राय : अब इस वक्त तो
मुझे याद नहीं है कि उनकी क्या माँग है।

Shrimati Parvathi Krishnan (Co-
imbatore) With regard to the ap-
pointment of joint committees at all
levels, it is over two years since the
hon. Minister gave an assurance on
the floor of the House that such com-
mittee would be set up and now he

tells us that a second circular has
been sent. I would like to know how
soon this will be implemented and
what is going to be the process of
formation of these committees. I
would like to have some clarification
as to whether they are going to be
nominated or elected.

Shri Jagjivan Ram: It will be a
combination of the two. At small
places they may be just nominated and
at some other places they may be
elected.

Shrimati Parvathi Krishnan: How
soon will it be implemented?

Shri Jagjivan Ram: I am very
anxious that this should be imple-
mented as quickly as possible.

Mr. Chairman: Shall I put all the
cut motions together?

Shri T. B. Vittal Rao: Excepting
one, Sir, No 598, moved by Shrimati
Parvathi Krishnan. This we want to
press for division.

Mr. Chairman: The question is

"That the Demand under the
Head Railway Board be reduced
by Rs 100" (Failure to take steps to
check over-crowding on trains)

The motion was negatived

*All other cut motions were put and
negatived*

Mr. Chairman. The question is

"That a sum not exceeding
Rs 86,54,000 be granted to the
President to defray the charges
which will come in course of
payment during the year ending
the 31st day of March, 1960, in
respect of Demand No 1—Rail-
way Board"

The motion was adopted

DEMANDS NOS 2 TO 20

Mr. Chairman: The House will now take up the remaining Demands for Grants that is Demands Nos 2 to 20, in respect of Railways—1959-60. As the House is aware, 5 hours have been agreed to for discussion and voting on these Demands.

Hon Members desirous of moving cut motions may hand over at the Table the numbers of the selected cut motions tomorrow.

Some Hon Members: We have already handed over.

Shri T. B. Vittal Rao: Along with the numbers of selected cut motions in respect of Demand No 1, we have sent the numbers of selected cut motions in respect of other Demands also.

Shri Khadilkar: Those who have not sent already can send the numbers now.

Mr. Chairman: When a cut motion is to be moved the Member who has tabled the cut motion has to be present in the House.

Shri Bimal Ghose (Barrackpore): We are present and we have sent the numbers.

Mr. Chairman: So, we proceed to Demand No 2 and onwards.

Shri Kadiyan (Quilon-Reserved-Sch Caste): Mr. Chairman, Sir, the hon Deputy Minister just now stated that the Railway Ministry is taking necessary steps to utilize the indigenous wooden sleepers, but my complaint with regard to this question is that sleepers have been imported from countries abroad, while they were available in this country itself, even after the Railway Ministry had invited tenders for the supply of wooden sleepers.

Shri Shah Nawaz Khan: I thought I had explained the position regarding the sleepers.

Shri Kadiyan: Yes, wooden sleepers were asked for by the Railway Ministry from the timber merchants in Kerala, that is, the Kallal timber merchants. I am glad also to note that after repeated representations, the Railway Board has now decided to get certain varieties of sleepers from those merchants. The hon Minister has stated that they have a number of creosoting plants to treat soft wood for the manufacture of wooden sleepers. In this connection, I would request the hon Minister to open one more creosoting plant in Kerala. We have already got one.

Another point I wish to refer to is the desirability of opening a metre-gauge coach factory in Kerala. The Kerala Government has strongly urged this point upon the Railway Ministry. We have got some first-class workshops at Trivandrum run by the Public Works Department of the State and also by the Transport Department and we have got a sufficient number of skilled personnel also. In our forests, valuable timber is available in plenty. Kerala being an industrially backward State, and a State where the problem of unemployment is most acute, I would request the hon Railway Minister to take necessary steps to establish a metre-gauge coach factory in Kerala as early as possible.

Then, I am also glad that the hon Railway Minister is keen on filling up the quota reserved for Scheduled Castes and Scheduled Tribes in the various posts in the railways. But, unfortunately a large number of posts are being kept vacant. There may be many reasons for this. In this connection, I have to point out one aspect. Not only with regard to fresh appointments but with regard to the question of promotion from the existing lower posts to higher posts there are some complaints. In the Railway Board there are, I understand, 361 Assistants, out of which 47 candidates were to be selected from Scheduled Castes.

and Scheduled Tribes Up till now, only 13 or 14 people belonging to Scheduled Castes or Scheduled Tribes have been selected.

With regard to my own State in the newly opened Quilon-Ernakulam link, there were a large number of Scheduled Caste workers who were engaged in the construction of that line. Now they have been retrenched and some posts have been reserved for them in the lower grades. But numerous complaints have been received by me from those Scheduled Caste workers that they are being neglected, even for the posts reserved for Scheduled Castes they are not selected, and they complain that the officers concerned, who make the appointments are neglecting them in favour of non-Scheduled Caste candidates. I have written about this to the General Manager of the Southern Railway and so far I have not received any reply.

Then, with regard to the necessity of opening certain new lines in my State I have to make a few observations. The business in Cochin Harbour, the traffic in Cochin Harbour is increasing. The existing line between Cochin Harbour and Shoranur is not able to cope up with the increasing demand of traffic. So, immediately this line has to be doubled. Not only that, in order to develop the Cochin port, that port has to be connected with the interior part of the State. So, we have to construct a new line between Quilon and Ernakulam via Alleppey, a coastal railway line. Alleppey being the centre of coir industry, this line will very much help the coir products for being transported to Cochin Harbour.

Then there is the question of the Tellicherry-Mysore railway line. I understand that a survey has already been made. I do not know why it has not been taken up so far.

While speaking on Demand No 1, Sir, a reference was made by you to

the Chamrajnagar-Satyamangalam line. This would connect Mysore with the Cochin harbour and so goods from that State can easily be transported to the south. Therefore, I support that demand also.

16 57 hrs.

[MR DEPUTY-SPEAKER in the Chair]

Then there is another proposal for opening a new line from Cochin Harbour to Bodinayakanur in Madras State. If that line is constructed, the plantation areas of not only Kerala State but also the border area of Madras will get access to Cochin Harbour. Therefore, I earnestly request the Railway Minister to consider sympathetically the opening of these new lines.

Then there is a lot of over-crowding in the trains running between Madras and Cochin. At present there is only one train running between Madras and Cochin namely, the Cochin Express. There is a lot of over-crowding, particularly in regard to third-class passengers. Sometimes it is very difficult to get accommodation in the first class also. So, I would request him to introduce a Janata express from Madras to Cochin.

The importance of Ernakulam South has now increased. With the opening of the Quilon Ernakulam link it has now become a junction. But in this important junction there are no restaurants. People come from Madras by Cochin Express and who want to go to Quilon or any other part South of Ernakulam are put to a lot of difficulties. The time of departure of the Quilon tram is adjusted with the arrival of the Cochin Express. As there are no arrangements for serving meals to the passengers, those who come from Madras and want to go to Quilon and other places have to go starving. That is the present condition. So immediate arrangements should be made to open a restaurant at Ernakulam junction. Also, steps

[Shri Kediyan]

should be taken to extend the catering services to the State of Kerala.

There is one more point.

Mr. Deputy-Speaker: You have got the junction now. Next is something else.

Shri Kediyan: Besides the junction, there are other places also.

17 hrs

In Kerala many of the railway stations have no platform coverings.

Shri Shah nawas Khan: Not only in Kerala but there are many other places without covering.

Mr. Deputy-Speaker: If the hon. Member knows about Kerala, he must say about Kerala.

Shri Kediyan: So far as Kerala is concerned, it is a region where we get heavy rains.

Shrimati Parvathi Krishnan: That the hon. Minister does not know.

Shri Shah nawas Khan: There are heavier rains in Assam.

Shri Kediyan: Therefore, I would request the hon. Minister to take necessary steps to have platform coverings at all the railway stations where at present this convenience is not available.

With these words, I conclude.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 5, 1959|Phalguna 14, 1950 (Saka)

[Wednesday, March 4, 1959/Phalguna 13, 1880 (Saka)]

ORAL ANSWERS TO QUESTIONS		COLUMNS	WRITTEN ANSWERS TO QUESTIONS—contd.		
S Q. No.	Subject		S Q. No.	Subject	COLUMNS
873	Howrah-Burdwan electric train service	4123-25	875	Appointment of Com- missioners post Inspectors in NES and C.D. Blocks	4171-72
876	Smuggling of paddy	4125	877	Conference of Heads of Railway Administra- tion with MPs	4172
880	Central Tractor Or- ganisation	4126-27	878	Contracts for retired Railway employees	4172-73
884	Sal sleepers	4127-29	879	Calcutta Port	4173
886	Loss to Railways due to Rail-Road competi- tion	4129-32	881	Diesel Cars	4174
887	Fare on Fatehpur- Churu Line	4132-33	882	Export of paddy from Punjab	4174
891	Committee on Preven- tion of Cruelty to Animals	4133-36	883	Price of raw jute	4175
893	Export of rice from Orissa to West Bengal	4136-37	885	Theft in Bombay Mail	4175
921	Supply of rice to West Bengal	4138-41	888	Dum Dum Terminal Building	4176
894	Visit of I. A. T. A. and I. C. A. O. Facilita- tion Field Mission to India	4141-44	889	Viking aeroplanes	4176
895	Wagons from Australia	4144-45	890	Conference of Chief Security Officers of Railways	4176-77
901	Silting of Gobind Sagar Dam	4148-51	892	Port Trust Railway Charge	4177
903	Virus diseases	4151-52	896	Travel pact offer by Russia	4177-78
904	Cash payment for grains sold at warehouses	4152-55	897	Construction of "Saline Embankments" in Orissa	4178
906	Survey of Sundarbans of West Bengal	4155-56	898	Requirements of Mada in South Food Zone	4179
908	Godowns in Kerala	4156-58	899	Pooling of resources of A. I. I. and B. O. A. C.	4179-80
910	Sugar Exports	4158-59	900	Export of sathi paddy from U.P.	4180
S N Q			905	Release of sugar for export	4180-81
No			907	Railway coaches	4181
6	Bombay Steam Naviga- tion Company	4160-63	909	Repair of rolling stock on N. Railway	4181
7	Rise in price of paddy in Madras State	4163-64	911	Drainage system	4182
8	Procurement of rice by Madras Government	4164-69	912	Irwin Hospital	4182-83
WRITTEN ANSWERS TO QUESTIONS—		4170-4266	913	Tungabhadra High Level Canal	4183
S Q			914	Purchase of rice from Madhya Pradesh	4183-84
No			915	Spice Board	4184
873	Building of shallow draft oceangoing ships	4170	916	Skin-dust and unused skins	4184-85
874	T.B. Clinics	4170-71	917	National Food Pro- duction Council	4185
			918	Use of anti-biotics	4185

WRITTEN ANSWERS TO
QUESTIONS—contd

S Q. No.	Subject	COLUMNS
919	Price of milled rice in Bihar .	4186
920	Ice and aerated water Licences Association .	4186-87
922	Unlicensed radio sets .	4187
923	Air delegation from U K	4187-88
924	Hotel Standards and Rate Structure Committee	4188
U. S. Q.		
No		
1253	Sale of food packets at stations on N Railway	4188-89
1254	Railway schools on N Railway	4189
1255	Rice cultivation in States	4189
1256	Seizure of foodgrains	4189-90
1257	New Railway lines .	4190
1258	Uniforms for Railway staff	4190-91
1259	Settlement of dues to Railway staff .	4191
1260	Alarm chain pulling	4191
1261	Hindi Telegrams .	4192
1262	Minor Irrigation Schemes in Rajasthan and Kerala	4192
1263	Ranjitnagar Colony, West Delhi	4192-93
1264	Land reclaimed in Delhi	4194
1265	Cultural films	4193-94
1266	Electricity dues from Pakistan	4194
1267	Pilferage of goods in Bombay Division	4194-95
1268	Subsidies to private Railway companies	4195
1269	Out-agencies in South Eastern Railway	4196
1270	Booking facilities at stations	4196
1271	Fishing harbours	4197
1272	Remodelling of stations on S.E. Railway	4197
1273	Late running of trains on N Railway .	4197-98
1274	All India Poultry Development Scheme	4198

WRITTEN ANSWERS TO
QUESTIONS—contd

U S Q No	Subject	COLUMNS
1275	Amount missing from Post Offices in Rajasthan	4198-99
1276	Irrigation Works in Rajasthan	4199
1277	Railway bridges	4199
1278	Movement of foodgrains from Rajasthan	4199-4200
1279	N I S and C D Blocks in Rajasthan	4200
1280	Losses in Post and Telegraph Circles	4200
1281	Through coaches between Bangalore and Delhi .	4201
1282	Chamaraj Nagar-Combarator Railway line	4201
1283	Students in Ayurvedic Research Centre, Jamnagar	4201-02
1284	Model Town Planning	4202
1285	Buildings for I A C Offices	4202-03
1286	Travel in Air-conditioned coaches by Government Officers	4203-04
1287	Ticketless Traveling	4204
1288	Development programme	4205-06
1289	Jute production in Bihar	4207
1290	Jute	4207-08
1291	Booking of powerloom cloth as handloom cloth	4208
1292	P & T volunteers	4208-09
1293	P & T Standing Committee	4209
1294	Food situation in Eastern U P	4209-10
1295	Late arrival of trains at Chandausi Station	4210-11
1296	Allahabad Ambala Passenger	4211
1297	Irrigation Schemes in U P	4211-12
1298	Platform Guides	4212
1299	Recovery of demurrage from Hindustan Steel Private Limited .	4213
1300	P & T building at Chiplun	4213-14

**WRITTEN ANSWERS TO
QUESTIONS—contd**

U.S.Q. No.	Subject	COLUMNS
1301	Staff of All India Institute of Medical Sciences	4214
1302	Minor Irrigation in Eastern UP	4214
1303	Overbridge at Kharagpur Station	4214-15
1304	Pisciculture in Delhi	4215-16
1305	Late running of Trains on Southern Railway	4216-17
1306	Orissa foodgrains control order	4217-18
1307	Recognition of Unions	4218
1308	Cold wave in India	4218
1309	Collision near Gaya Station	4218-19
1310	Train Services for Bolpur	4219-20
1311	Railway siding for Tandur Collieries	4220
1312	Warehouses in Andhra Pradesh	4221
1313	Auxiliary Nurses in Tripura	4221
1314	Panchayats	4221-22
1315	Panchayats in Himachal Pradesh	4223
1316	Fertile land in Himachal Pradesh	4223
1317	State Cooperative Development Fund of Himachal Pradesh	4224
1318	Cattle Improvement Act	4225
1319	Frout farm in Himachal Pradesh	4225
1320	Goat breeding in Himachal Pradesh	4225-26
1321	Buildings constructed by Forest Department, Himachal Pradesh	4226-27
1322	Irrigation Projects	4227-28
1323	Supply of wheat to UP	4228
1324	Bridge at Ghazipur	4228-29
1325	T.B. Clinics	4229-30
1326	Fishery Training Institute	4231
1327	Research on apricots	4231
1328	Payment of House rent by Station Masters	4231-32

**WRITTEN ANSWERS TO
QUESTIONS—contd**

U.S.Q. No.	Subject	COLUMNS
1329	Films for development of fishing	4232
1330	Damodar Valley Corporation	4233
1331	Bhumkund Project	4233
1332	Nationalisation of electric supply companies in Orissa	423
1333	Departmental catering on G.T. Express	4234-35
1334	Rabi-growing land in Himachal Pradesh	4235
1335	Indian anti-locust Mission	4235-36
1336	Castor cultivation	4236
1337	Ferozepore Cantonment Station	4236
1338	Saloons for Railway Officers	4236-38
1339	National Highway No. 6	4237-38
1340	Sugar export quota	4238-39
1341	Grow More Food Campaign in Punjab	4239-40
1342	Mileage of railway lines	4239-40
1343	Thefts on Northern Railway	4240-42
1344	Catering of Non-Vegetarian Food on Northern Railway	4241
1345	Cheap holiday homes for Railway officers	4241-42
1346	Express Train between Delhi and Fazilka	4242
1347	Dharam Kot Out Agency	4242
1348	Delhi Fazilka Road	4243
1349	Remodelling of Bhatinda Yard	4243-44
1350	C.D. Projects in Punjab	4244
1351	Thefts on Railways	4245-46
1352	Lift Irrigation Scheme in Kerala	4246-47
1353	Remodelling of Cuttack Railway station	4247-48
1354	Arccanut conference in Trivandrum	4248
1355	Wheat and rice position in West Bengal	4248-49
1356	Bogies for High Officials	4249
1357	Irrigation and flood-protection schemes	4249-50

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1358	Central Mechanised farm at Suratgarh	4250
1359	Increase in Shipping Freights	4251
1360	Production of food-grains	4251
1361	Income at Hosharpur and Nangal Dam Stations	4252
1362	Stops for air-conditioned De-Luxe Trains on Delhi Madras Line	4252
1363	Diseases affecting cotton plants	4252-53
1364	Vending licences on Railways	4253-54
1365	Railway Co-operative Stores Ltd., Kotah	4254
1366	Survey of Lines on Western Railway	4254-55
1367	Railway Sectional Officers attached with S P E	4255-56
1368	Enquiry Officers	4256
1369	Printing of Railway Centenary Volumes	4256-57
1370	Railway Gazetteer	4257-58
1371	Water scarcity in Kotah Railway colony	4258
1372	Anti-Ticket Fraud Section	4258-60
1373	Representations from Railway staff	4260
1375	Railway research and Testing Centre	4259-60
1376	Railway Protection Force Dogs Squad	4261
1377	Social education on Railways	4261-62
1378	Study tours of Railway officers	4262
1379	Bungalow Peons	4262
1380	Strike in Ganga Bridge Establishment	4262-63
1381	Diversion of Railway line near Kot	4263
1382	Central Investigation Department of Railway Board	4264
1383	Labour participation in management	4264
1384	Central Investigation Agency	4265
1385	Overcrowding on Dehra Dun Express	4265

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
1386	Electrification of stations	4266
1387	Nagarjunasagar Dam Workers strike	4266
CORRECTION OF REPLY TO U.S.Q. No 1706 of 17-12-1958		4266-67
PAPER LAID ON THE TABLE		4267
A copy of Notification No G S R 17 dated the 3rd January, 1959 was laid on the Table under sub section (2) of Section 23 of the Prevention of Food Adulteration Act, 1954		
MESSAGE FROM RAJYA SABHA		4268
Secretary reported a message from Rajya Sabha that at its sitting held on the 2nd March, 1959, Rajya Sabha had agreed to the amendments made by Lok Sabha on the 23rd February 1959 in the Workmen's Compensation (Amendment) Bill, 1958		
REPORT OF ESTIMATES COMMITTEE PRESENTED		4268
Thirty third Report was presented		
REPORT OF COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS PRESENTED		4268
Thirty sixth Report was presented		
BILL INTRODUCED		
The State Bank of India (Subsidiary Bank) Bill		4269
DEMANDS FOR GRANTS—RAILWAYS		4269-4398
Further discussion on Demand No 1 in respect of Railways concluded and Demand was voted in full		
Discussion on Demands Nos 2 to 20 commenced		
The discussion was not concluded		
AGENDA FOR THURSDAY, MARCH 5, 1959/PHALGUNA 14, 1880 (SAKA)—		
Further discussion on Demands Nos 2 to 20 in respect of Railways and discussion on the motion re Agreement for Manufacture of Streptomycin and Dihydrostreptomycin		